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No. 21,293 號叁拾九百式千壹萬式第 日九廿月八年寅丙 HONGKONG, TUESDAY, OCTOBER 5TH, 1926 式拜禮 號五月拾年五十國民華中 PRICE: $3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

WEEK DAYS

		A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon...	...Dep.	6.40	9.15	10.30	11.40	12.00	1.15	4.35	5.29	7.10
Yaumati...	...Dep.	6.50	9.24	10.39	—	12.09	1.24	4.44	5.38	7.19
Shatin ...	...Dep.	7.02	9.36	10.51	—	12.21	1.36	4.56	5.51	7.31
Taipo ...	...Dep.	7.16	9.49	11.04	—	12.34	1.49	5.09	6.04	7.44
Taipo Market	...Dep.	7.21	9.53	11.06	—	12.38	1.53	5.13	6.08	7.48
Fanling ...	...Dep.	7.32	10.03	11.18	—	12.48	2.03	5.24	6.19	7.58
Sheungshui	...Dep.	7.36	10.07	11.22	—	12.52	2.07	5.28	6.23	8.02
Shumchun	...Arr.	7.42	10.13	11.28	12.20	12.58	2.13	5.34	6.29	8.08

		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Shumchun	...Dep.	7.21	8.05	10.38	11.40	1.56	3.00	4.17	5.13	6.06
Sheungshui	...Dep.	7.25	8.12	10.45	11.47	—	3.07	4.24	5.20	6.15
Fanling ...	...Dep.	7.32	8.16	10.49	11.51	—	3.11	4.28	5.24	6.19
Taipo Market	...Dep.	7.42	8.25	10.59	12.02	—	3.21	4.38	5.34	6.29
Taipo ...	...Dep.	7.46	8.30	11.04	12.07	—	3.25	4.42	5.38	6.33
Shatin ...	...Dep.	7.59	8.43	11.17	12.21	—	3.38	4.56	5.51	6.46
Yaumati...	...Dep.	8.12	8.55	11.29	12.33	—	3.50	5.08	6.03	6.58
Kowloon...	...Arr.	8.20	9.03	11.37	12.41	2.37	3.58	5.16	6.11	7.06

SUNDAYS AND PUBLIC HOLIDAYS

		A.M.	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon...	...Dep.	6.40	8.35	9.15	10.30	11.40	12.00	2.22	5.29	7.10
Yaumati...	...Dep.	6.50	—	9.24	10.39	—	12.09	2.31	5.38	7.19
Shatin ...	...Dep.	7.02	—	9.36	10.51	—	12.21	2.43	5.51	7.31
Taipo ...	...Dep.	7.16	—	9.49	11.04	—	12.34	2.56	6.05	7.44
Taipo Market	...Dep.	7.21	—	9.53	11.06	—	12.38	3.00	6.09	7.48
Fanling ...	...Dep.	7.32	—	10.03	11.18	—	12.48	3.11	6.20	7.58
Sheungshui	...Dep.	7.36	9.12	10.07	11.22	—	12.52	3.15	6.24	8.02
Shumchun	...Arr.	7.42	9.18	10.13	11.28	12.20	12.58	3.21	6.30	8.08

		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Shumchun	...Dep.	8.12	10.38	11.40	1.56	3.00	4.17	5.20	5.40	6.09
Sheungshui	...Dep.	8.19	10.45	11.47	—	3.07	4.24	5.27	5.46	6.16
Fanling ...	...Dep.	8.23	10.49	11.51	—	3.11	4.28	—	5.51	6.20
Taipo Market	...Dep.	8.33	10.59	12.02	—	3.21	4.38	—	6.01	6.30
Taipo ...	...Dep.	8.37	11.04	12.07	—	3.25	4.42	—	6.05	6.34
Shatin ...	...Dep.	8.51	11.17	12.21	—	3.38	4.55	—	6.18	6.47
Yaumati...	...Dep.	9.03	11.29	12.33	—	3.50	5.07	—	6.30	6.59
Kowloon...	...Arr.	9.11	11.37	12.41	2.37	3.58	5.15	6.04	6.38	7.07

SHA TAU KOK BRANCH.

WEEK DAYS.

STATIONS.		A.M.	A.M.	P.M.	P.M.
Fanling	...Dep.	7.45	11.30	2.20	6.25
Shatankok	...Arr.	8.40	12.25	3.15	7.20

SUNDAYS AND PUBLIC HOLIDAYS.

STATIONS		A.M.	P.M.	P.M.	P.M.
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STATIONS.		A.M.	A.M.	P.M.	P.M.
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Fanling	...Arr.	7.25	11.10	2.00	5.55

SUNDAYS AND PUBLIC HOLIDAYS.

STATIONS.		A.M.	A.M.	P.M.	P.M.
Shatankok	...Dep.	6.30	10.15	2.05	5.15
Fanling	...Arr.	7.25	11.10	3.00	6.10

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Our London Letter.

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RAILWAYS CATERING FOR THE MOTORIST.

A PECULIARITY OF THE MINERS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, September 10th.

There is much solid ground for satisfaction in the annual report of the Chief Medical Officer to the Ministry of Health. The health of the nation is better now than at any time in its history. The birth-rate has declined, but on the other hand the average age of the population has increased, and the figures of infant mortality once more show perceptible improvement. Deaths from all forms of tuberculosis and venereal disease have again decreased, but the mortality rate of persons suffering from cancer continues to rise.

Sound national health is an indispensable preliminary to sound national efficiency. For this reason it is reassuring to learn that the measures now being taken, privately and by the State, must tend to maintain and hasten that improvement.

Sex Determination.

In the current number of the *Empire Review* there is a very learned article by M. Fournier d'Albe on "The Determination of Sex," from which it appears that this is always governed by the male cell and never by the female. The lady who fails to produce a male heir to a title or a great estate is blameless. Contrary to what has hitherto been the general opinion, the fault lies, it would appear, entirely with her husband.

M. Fournier d'Albe thinks it possible that, now that we have discovered at least a part of the mechanism of sex determination, we may possibly go on to control it. But I believe there are vast numbers of people who will sincerely hope that he is wrong, and that his anticipation will never be realised. If people could determine the sex of their children for themselves we should very soon have chaos in the world. It is much better to leave the matter to Mother Nature, who seems to have a fairly shrewd idea of what she is about. It has often been noted that when the male population of a country has been greatly reduced by war she takes care to redress the balance in the next generation by providing an excess of boy-babies.

Garages For Railway Stations.

It is a sign of the times that the Underground Railway are providing a motor garage at the new station which is being built at Morden. The garage is to hold 30 cars, and is to be at the service of passengers at the charge of a shilling a day, or five shillings a week to season-ticket holders. If the plan proves successful no doubt other stations will be similarly equipped. The idea is of course to enable people to live further from London where their work lies; they can motor to the station, garage their car there for the day, and motor home again. Thus the radius of the suburban population of London tends to be widened still further.

Ever since the Underground combination began in 1907 they have had bicycle sheds for the use of their passengers. The Golders Green shed has housed as many as three hundred bicycles. At one time they gave bicycle room free, but finding that their sheds were being used largely for storage purposes they abandoned that, and now make a small charge. At present there are about thirty stations with bicycle sheds, and I am told that the company hope in course of time to have garages at all these places.

The Bedstead In The Living Room.

Colonel P. Broome-Giles, who was in command of a large military convalescent hospital in Lancashire between 1916 and 1920, has narrated in an interesting letter to the *Times* one peculiarity of the miners' mode of living which is new to the greater part of the public. Daily he had to hunt up men who were absent from their units, and he visited their homes. Although he generally found the houses clean it was a common practice to have a bedstead in the downstairs living room. One instance he cites is illuminating. He drove to the house in a motor-ambulance and on inquiring from the hostess was told her son was "just down the street." Colonel Broome-Giles said he would wait, and the woman thereupon pressed him to have some beer which he declined, and she then offered him whiskey, which he also refused.

The fond mother discussed her son and confessed she would be glad to have him back in the army because he was so particular about his food. Then comes the climax of the story. She said, "Don't you think I feed him well? What do you think comes into this house a week?" The Colonel replied he really did not know. Looking round the room he saw a piano, a sideboard, table, chairs and a double-bed, and a ladder going up to the floor above. The woman told him her man was 52, her son 24, and her daughters 17 and 19, and she had a boy just left school. They all worked and brought home over £30 a week. It was, therefore, evident that it was not poverty that made them use the living room as a bedroom, and Colonel Giles-Broome adds he could give numerous other instances. The story confirms what has often been said that the miners as a class can make a good living—provided they are willing to work.—H.B.

(*Continued on next Column.*)

"DRYS" DEJECTED IN SCOTLAND.

AREAS REFUSE TO HAVE THEM.

PEOPLE TIRED OF POLLING.

Leaders of the Prohibition movement admit that they have an uphill task before them in trying to make Glasgow "dry." They are concentrating their new offensive on a group of carefully selected wards, all residential in character, and avoiding the thickly populated working-class areas where public-houses are thickest. The latter, they say frankly, are hopeless.

Sixteen wards are to vote in December at the third triennial poll which will test the present strength of the Prohibition movement in Scotland. Two of them, Pollokshields and Cathcart, declared themselves "dry" three years ago. The Glasgow Licensed Traders' Defence Association is exerting all the influence at its command to induce them to become "wet" again. Eight other wards agreed three years ago to cut down their public-houses and limit the consumption of drink.

The brunt of the Prohibition attack is being borne by them. The issue is also jointed in six other wards which appear to contain promising material for the "dry" cause.

Insist On Being "Wet."

Mr. James Gillies, Secretary of the Scottish Temperance Alliance and one of the leaders of the campaign in Glasgow, was surprisingly frank in giving his estimate of public opinion. He said:

I do not deny that it is disappointing that areas in which prohibition is most needed decline to have it. This is due to the general habits of the people. They will not give up the public-house. It is useless to try at present to close them in areas where they exist in the greatest number.

Crowded wards like Cowcaddens, which contain a large number of public-houses, have set themselves resolutely against Prohibition. This shows that a vast amount of educational work has yet to be accomplished before public sentiment can be changed.

I do not expect to see Scotland entirely "dry" in my lifetime.

If the rank and file of the Labour Party were true to the principles of their leaders, Scotland would quickly be swept "dry." The leaders are for Prohibition, but their followers will not vote with us.

Fight For Freedom.

Both sides claim to be fighting for freedom. The Prohibitionists demand freedom for local areas. The Licensed Traders' Defence League, in its literature and gigantic posters, talks of the freedom of the individuals. It is a clean fight. The leaders on both sides speak highly of each other, and they have been scrupulously fair in putting their case before me.

"The Prohibitionists attacked all along the front in 1920 and again in 1923," said Mr. J. McNaught, the secretary of the League. "This time they only give battle in less than half the wards of the city. Less interest is shown in their campaign. People are tired of being dragged to the polls on an issue which not only shows no practical results, but is steadily losing ground."

BISHOP OF LONDON ANNOYED.

"HORRIBLY MISQUOTED" ABOUT IMMIGRANTS.

According to a Home paper of September 4th quoting Reuter the Bishop of London in an interview on his arrival at Winnipeg said that he was extremely annoyed that his recent remarks on the loyalty of foreign-born immigrants to Canada had been "so horribly misquoted."

"What I did and do say," added Dr. Ingram, "is that we do not want the foreign element so strong in the population of Canada that it will swamp the British element.

"We want only so many immigrants of foreign extraction as we can assimilate, and we want the British settlers to predominate."

Note.—Dr. Ingram was reported as saying:—"Can we expect the same loyalty to British ideals from Galicians, Poles and God knows whom, who are now coming in to populate Canada, and who do not understand a word of English?"

M. ALFRED LOEWENSTEIN.

£20,000,000 OFFER TO FRANCE.

SEVEN VILLAS FOR GUESTS AT BIARRITZ.

PARIS, September 5th.

Financial circles in Paris are greatly interested in the offer by the Belgium financier, M. Loewenstein, who in a telegram from Biarritz to the Brussels newspaper *Soir* declared that he was willing to place at the disposal of the Belgian Government £10,000,000 for two years without interest. M. Loewenstein has now made a promise of a similar sum to France at 2 per cent. interest, with a further £20,000,000 to follow.

In official circles it is stated that nothing is known of M. Loewenstein's offers, though banking circles admit that the Belgian financier's fortune is quite big enough to permit of his making such a loan, though doubt is expressed as to his ability to advance so large a sum for so long without interest.

M. Loewenstein is widely known in sporting circles for he is a prominent racehorse owner and a clever horseman. He is at Biarritz, where he has rented a villa and made it the centre of his financial activities. He has at his disposal a fleet of three aeroplanes, several motor-cars, and motor craft.

The postal and telegraph services at Biarritz are inadequate to deal with his demands, and he therefore engaged a fleet of fast motor-cars to run between Biarritz and Bayonne, where special arrangements have been made with the authorities for a quick service.

M. Loewenstein's descent on Biarritz in the middle of the high season has caused great commotion. One of his plans has been to invite to Biarritz leading financiers interested in stabilising the Belgian and French currencies, and he has rented several villas at Biarritz to accommodate them.

£1,000,000 LOST IN TRANSIT.

ANNUAL BILL FOR THEFT AND DAMAGE.

BOX OF GLASS EYES.

More than £1,000,000 is lost every year by traders, railway and insurance companies and private individuals in Great Britain owing to goods and parcels being damaged or lost in transit.

The loss, however, is decreasing yearly, despite the greater number of articles carried, and it is small compared with America's annual bill. It is estimated that in America careless damage amounting to £3,600,000.

Thefts, accidents, badly packed crates and parcels, and improperly loaded trucks are the four principal causes of the loss.

The railway companies of Great Britain paid out £701,000 last year in compensation for goods and property lost and damaged in transit. Insurance companies met claims for £35,000, while the Post Office admitted responsibility for £5,400.

In addition, there must be included damage to uninsured articles and to packages proved to have been packed so badly by the sender that the transport companies could not be held responsible. The annual losses caused in this way are estimated to run into hundreds of thousands of pounds.

Trucks Sealed.

"Compensation paid by the railways is diminishing each year," said an official of the Railway Companies' Association to a Home newspaper representative. "In 1921 the bill was more than £1,000,000."

"Improper packing in trucks is only a minor cause nowadays, as the staffs are highly efficient. Temporary loss and theft quickly send up the bill, but pilfering is being reduced now that trucks are sealed."

A Post Office official considered that £5,400 compensation was a small amount when the number of parcels was taken into consideration. "More than 140,000,000 parcels," he said, "passed through the offices of the country last year." In 1923 there was a daily average of 1,000 breakages in the parcels post.

"We refuse to accept risks on certain articles sent by rail because they are so frequently damaged," said an insurance company official. "In the ordinary way we will not grant policies for motor-cycles, glass, china, crockery, and earthenware.

"Some articles," he added, "require a special rate. We have quoted for a box of glass eyes, and I know of a one-legged man who periodically sends a wooden leg to a factory for overhauling."

An official of Selfridge's praised the railways. "Our claim for compensation is extremely small," he said. "Far less damage is done in transit in this country than in America, where, as the rates are high, the goods are packed in lighter coverings to reduce expenses."

BOOTH'S DRY GIN.

THE HEART AND SOUL OF A COCKTAIL.

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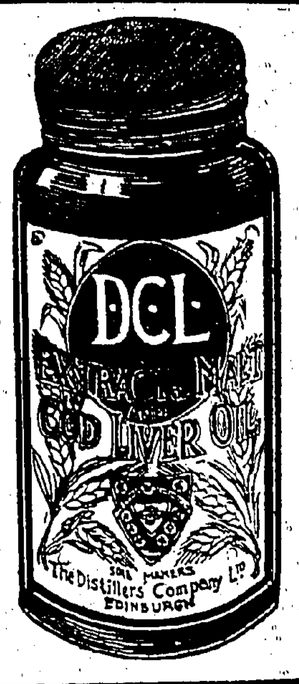

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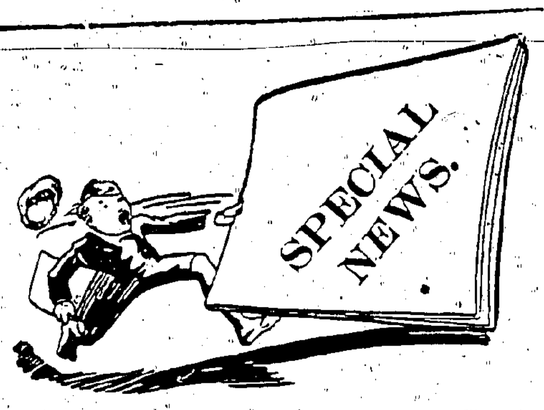

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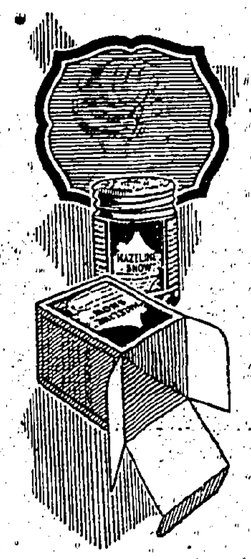

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MAKING MEN.

PHYSICAL TRAINING IN THE ARMY.

METHODS AND MEANS.

[BY A SPECIAL CORRESPONDENT.]

As long ago as 1859, when a dozen N.C.O.'s from various units went with Major Hammersley, of the 14th Regiment of Foot, for a six months' course at Oxford University, the British Army gave official recognition to the principle of physical training. Those "twelve apostles," as they afterwards came to be known, preached the gospel of physical fitness through the medium of gymnastics—individual exercises on the horizontal and parallel bars, the rings, bridge, and elastic ladders, the trapeze, the horse, and the dumb-bells—and although, in the light of experience, it is now realised that they worked on the wrong lines, they are justly regarded as the pioneers of one of the most important movements in "the Army of to-day."

Gradually the conviction gained ground that the best results would not be obtained from a system which undoubtedly turned out a few expert gymnasts, but was of little utility in the effective training of the great majority of recruits. Nevertheless, it remained in official use until 1888 or 1889, when, largely through the efforts of Captain (afterwards Colonel Sir Malcolm) Fox, physical drill with arms and physical drill without arms were introduced. In the face of much opposition, Captain Fox later advocated the adoption of the Swedish system of training, and eventually, in 1894, a compromise was effected between this method and the old gymnastics. Lack of the necessary physiological and anatomical knowledge at that time prevented many of the instructors from securing the best possible results, but in 1906 the compromise gave place to the present system, which is founded upon the Swedish theory.

Thanks to the enthusiasm of Major Moore, of the Berks Regiment—the principal author of the current manual on "P.T."—the prejudice and indifference which meet all novel ideas were gradually surmounted, and just prior to the outbreak of the war the new system was being established throughout the Army. After the Armistice it was considerably improved by Colonel Campbell, late Inspector of Physical Training, who modified it in accordance with the lessons of the war, and found a worthy channel for his views in the newly-formed Army School of Physical Training at Aldershot. The duty of this school is to teach teachers: its object is the development of body, mind, and spirit.

Scientific Training.

The military authorities are now keenly alive to the need for preparing the soldier to meet the mental strain of modern war, as well as the physical fatigue that has been common to war in every age. This preparation will succeed according to the measure in which the objects of the "P.T." School at Aldershot are recognised and accepted by commanding officers, who have it within their power to use every man in their battalions who has passed through the School as "the little leaven" that "leaveneth the whole lump." How the School is "making men" of the type that the next war will demand can best be explained by a description of the three months' course—for officers and N.C.O.'s—that has just concluded.

One hundred and eighty students, drawn from all parts of the British Army, and ranging in age from 20 to 29, are organised in two platoons of three sections each, no distinction being made during the actual training between those who hold commissions and those who come from the ranks. The course, which occupies sixty-six working days, is divided into four parts: (1) Instruction and training in the technique of exercises; (2) similar instruction in technique, in addition to the teaching of its application; (3) leadership—students take their own classes; (4) inter-section competition for the School Flag, which is borne on parade by the winning section. In these days nobody requires to be told the nature of "Swedish drill," but any idea that the School's curriculum included nothing else would be very wide of the mark. Boxing, bayonet-fencing, wrestling, running, swimming, and the use of the foil and sabre, to say nothing of the medical officer's lectures, are all employed to the same end—the coincident training of both mind and body—and the various exercises are carefully arranged to prevent the mental or physical strain from becoming too exacting during any one period. Consequently the syllabus is drawn up according to the following "psycho-physiological" classification of subjects:

Mental: Lectures, demonstrations, examinations, refereeing and judging of athletic meetings, debates, making kit and equipment.

Mental Greater than Physical: New lessons in "P.T." and boxing.

Physical Greater than Mental: Performance of physical exercises and lessons previously learnt; obstacle training.

Brain Stimulating: Physical training games, basket ball, and athletics.

Physical: Cross-country running, swimming, tug-of-war.

Nervous Strain: Competitions (especially boxing), athletics (short sprints), oral examination, class-taking, refereeing and judging.

"Leadership."

Special attention is devoted to the development of "leadership," which is judged on the students' work during the whole course, and takes 45 per cent. of the total marks in the examination; technique is allocated 25 per cent. and theory 20 per cent. When I saw the school at "Mass 'P.T.'" in the vast gymnasium I noticed that each man carried a number on his jersey. This was to facilitate the taking of exhaustive

(*Continued on next column.*)

notes by the training officer instructor, the platoon commander, and the staff instructor concerning each and every student—a record which forms the basis of the judging for "leadership."

Successful students receive the "P.T." certificate in one of four grades: (1) "Special" (100 per cent. to 85 per cent.); First-class (84 per cent. to 75 per cent.); Second-class (74 per cent. to 60 per cent.); and "Standard" (59 per cent. to 50 per cent. of the possible marks); the possession of which also implies a rudimentary knowledge of boxing, bayonet fencing, wrestling, athletics, swimming, and the organisation of games and competitions. On "passing out" the men return to their units as assistant "P.T." instructors, receiving 8d. per day extra pay when so employed. At the end of twelve months, if specially selected as showing great aptitude, they may rejoin the school for the "Advanced Course," a training in the highest grade of "P.T." which places the best of the successful students upon the School staff as sergeant-instructors. "Everyone on our staff should be like Cæsar's wife," said the chief instructor. "Before they join us they go through the finest comb you could imagine, and we take no man who is without sterling characteristics of keen industry and great aptitude for the work."

There are many other interesting aspects of the activities of this school, where they distinguish so keenly between "the perfect man" and "the perfect animal," but space will permit of reference to only a very few of them. Taxpayers will note with approval that the school makes all its own kit; a medicine ball that would cost 30s. in the shops is here manufactured out of fibre and a few pieces of old blanket for a couple of shillings; punching bags confess the same lowly origin; and the expensive leather-covered variety of boxing glove is supplanted by thickly wound "knuckle strips" which once belonged to that perfect article of general utility—the G.S. blanket. By showing how to make the best possible use of the materials at its disposal the school has proved its fitness for more generous financial assistance, which would nowhere receive a more cordial welcome than in the little room where the first permanent medical officer employs the many weird "gadgets" of his craft.

Basis of Progress.

The medical officer—who recently studied the military "P.T." of France on the spot—is the keeper of the school's "vital statistics," which he is compiling with the aid of a variety of apparatus designed to record the physical condition of the student under the changing conditions of his work. Statistical records are the basis of scientific progress. Such a compilation should provide much data for the future development of "P.T.," and any expenditure upon the equipment of his "laboratory" could fairly be regarded as a valuable investment.

Much could be written concerning the general atmosphere of the school—the cult of the spirit of sportsmanship, the eager pursuit of all that is clean and healthy, the "open-air" suggestion that one receives from the clear eyes of the students, and the graceful, athletic poise of their bodies. An army inspired from such a source would prove irresistible. But it must suffice to refer to just one subject that is dear to the heart of the commandant—the vocational training for the school staff, and also for "graduates" whose military service is drawing to a close.

During the last six months of their Army careers men who have passed through the school may return to it again for tuition in small stock farming, the care of small holdings, allotments, and similar subjects, a knowledge of which would assist them to secure civil positions in welfare centres, schools, and the like. Nowhere else could the soldier stand a better chance of acquiring that "human" outlook without which he sometimes finds it difficult to "mix" with the civilian population. For at the Army School of Physical Training they are "makers of men"—a task which demands, above all other qualities, a deep knowledge of human psychology.

Many of the nations that were belligerents in the war have since awakened to the supreme importance of the modern theory of physical training—among them France, Czechoslovakia, Roumania, and Japan—and are taking steps to translate that theory into practice. In the "P.T." School at Aldershot the British Army has an instrument that can make it as thoroughly efficient as any other army in the world. But the best of instruments is impotent unless it is used.—*Daily Telegraph.*

CASE OF BUBONIC PLAGUE IN ENGLAND.

DEATH OF A BOY AT LIVERPOOL.

The Ministry of Health announces the notification of a case of bubonic plague at Liverpool. The patient, a boy of ten, whose father is employed at the docks, became ill on August 27th, and died on August 30th.

Government bacteriologists have since confirmed the diagnosis of bubonic plague.

The boy's father is now in hospital recovering from an illness the nature of which suggests that he, too, may have suffered from bubonic plague. The other members of the household are under observation.

All possible steps to prevent a spread of infection have been taken by the Liverpool public health department. The circumstances are being investigated by a medical officer of the Ministry of Health.

Previous cases of bubonic plague in England are rare, though members of ships' crews have occasionally been found to be infected. This was particularly the case immediately after the war. The germs of the disease are usually carried by ships' rats, which infect the crew. It is extremely rare, however, for a shore worker to become infected.

THERE is no worry or anxiety in rearing Baby healthfully and happily, even in a tropical climate, when Glaxo is used as Baby's food.

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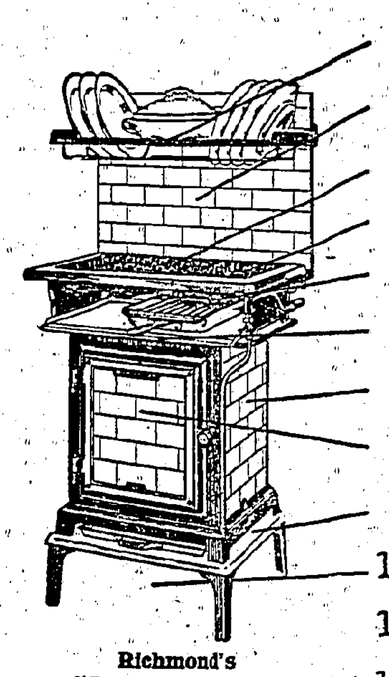

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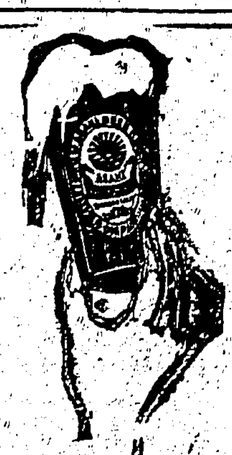

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THE DANGEROUS SEASON.

Run down, with resistance weakened by the enervating and debilitating hot weather, the human system at this time of year is particularly open to attacks of Influenza, Bronchitis, Consumption and many other complaints, all accompanied or followed by Anaemia.

BUILD UP YOUR SYSTEM—
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is a tonic for Anaemic conditions, based on an entirely different principle from the old-fashioned treatments, such as iron, meat juice, etc.

It is made from the blood of Horses, specially kept for the purpose, taken at the moment when the horse has reached its maximum point of blood regeneration.

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[A.P.B.]

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Hence the necessity for a health-building medicine—one which will assist the restoration of health and will build up the system. Health-building is greatly facilitated by the regular use of Beecham's Pills.

A sound digestion and a perfect assimilation are the foundations of Good Health. You may have these by taking

BEECHAM'S PILLS

GREATEST SACRED PICTURE.

"ALTAR PIECE OF THE LAMB" MAY COME TO LONDON.

500-YEAR-OLD PANELS.

London will probably have an opportunity this winter of seeing the world's greatest sacred picture.

Negotiations are proceeding for the loan to the Belgian Exhibition at the Royal Academy in January of the Van Eyck "Altar-piece of the Lamb," from Ghent Cathedral.

This celebrated altar-piece, one of the earliest important works in oil colours, consists of twelve exterior and fourteen interior panels. It has had a remarkable history, culminating in the return from Berlin to Ghent of some of the panels under the Treaty of Versailles.

The altar-piece is the joint work of Hubert van Eyck and his brother, Jan van Eyck. It was painted early in the fifteenth century, and placed in Ghent Cathedral.

In 1578 the Calvinists, desiring to secure the support of Queen Elizabeth, offered her the masterpiece as a present; but it was not allowed to leave the country.

Two hundred years later Joseph II. visited the cathedral and declared himself so shocked by the nude Adam and Eve that the panels were removed from the altar-piece. Some of the finest panels were sold afterwards to the King of Prussia.

During the war the Adam and Eve panels were buried in Brussels Museum. They have now been restored to Ghent, and with the return of the panels from Germany the whole altar-piece is once more complete as it was when it left the hands of the artists 500 years ago.

The value of the altar-piece is so great that it can scarcely be assessed in terms of money. It is probably more valuable even than Raphael's "Sistine Madonna."

LATEST IN OIL TANKERS.

LAUNCH OF THE "PLUME" FOR AUSTRALIAN TRADE.

An interesting event took place on the Clyde (Scotland) recently, when a new tank steamer, which was specially built for the Australasian trade, was launched.

This vessel represents the very latest practice in the construction of this class of vessel, and a notable gathering was present to witness the naming and launching ceremony.

The ship, which was christened *Plume*, is of steel construction throughout, 460 feet in length, 62 feet 6 inches wide, and 36 feet 6 inches deep.

The total deadweight is 12,300 tons, while the speed will be 11½ knots. Oil will be burned under the boilers. There are nine main cargo tanks, each fitted with special bulkheads.

One of the unique features of the vessel is its capacity for carrying an unusually large number of different grades of oil.

The total carrying capacity is 9,800 English tons, or more than 3,000,000 gallons of oil.

Safety and Comfort.

Special provision is made for the safety and comfort of the crew.

Particular care has been given to the fire fighting appliances installed, while the men's quarters have been fitted up in accordance with the most modern practice.

The vessel is one of the new type of tanker that is being constructed to the order of the Vacuum Oil Company Pty., Ltd., to assist in bringing petroleum products in bulk to Britain.

A sistership is nearing completion. The builders are Messrs. Lithgows, Ltd., Port Glasgow.

The *Plume* will be an important addition to the shipping in this quarter of the globe.

She will be the largest as well as the most up-to-date tanker visiting these waters. She is due in Australia on her maiden voyage this month.

WHAT OFFERS?

When two men play a game of chess,
And others lend a hand,
It seldom does appear, at first, intrusion;
But soon they're in an awful mess—
And still wont understand,
Until the game is in complete confusion.

I've often heard of Wu Pei Fu
And Chang Tso Lin and others,
And know the sort of thing they're always saying;
I've often heard what they will do,
They're friendly, just like brothers,
But NO one knows the sort of game they're playing.

Last week they captured thirty guns
From off the common foe,
Two swords, a bayonet and a brace of rifles,
They captured thirty mother's sons,
And then they let them go,
Because, as pawns, in China they're mere trifles.

Last week they told me Chiang Kai Shek
Had hastened to the front,
To beat the foe and fill his Country's coffers,
But when he's filled his own, he'll trek,
A common Chinese stunt,
They'll want another War Lord then, what offers?"

C. H. S.

WORLD'S LARGEST ORGAN.

LIVERPOOL CATHEDRAL.

LIVERPOOL.

Liverpool Cathedral organ, which cost £35,000, is now completed. The dedication of the magnificent instrument will be an event in organ building in this country, for the organ is famous not only as the largest in the world but also as being constructed on the latest and most approved principles, both as regards mechanism and tonal ideas. The Liverpool Cathedral organ comprises five manuals and 168 speaking stops. The largest organ in this country up till now had been that in the Royal Albert Hall, erected in 1871, and the largest cathedral organ in St. Paul's Cathedral, rebuilt in 1901.

It may be said, regarding the tonal forces of the Liverpool Cathedral organ, that no organ of to-day evinces such progressive traits. An authority said it reflects all the best in the tonal schemes of the past.

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OCTOBER 4TH, 1926.

Hongkong Bank	$1,115 buy.
Do., London	£133 nom.
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Mercantile Bank, A. & B.	£30½ nom.
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Canton Insurance	$625 buy.
China Underwriters	$4½ nom.
North China Insurance	Tls. 145 nom.
Union Insurance	$293 buy., 300 sel.
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Hongkong Fire Insurance	$610 buy.
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H.K., C. & M. Steamboats	$28½ nom.
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Do. (Def.),	$42 buy.
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China Sugars	$22½ buy.
Malabon Sugars	$36 nom.
Benguets	$1½ nom.
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Shanghai Explorations	Tls. 5 nom.
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Raubs	$4½ buy.
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Ural Caspians	8/- nom.
H.K. & K. Wharfs	$126 nom.
H.K. & W. Docks	$58½ buy.
Hongkews	Tls. 170 buy.
New Engineerings	Tls. 6.10 buy.
Shanghai Docks	Tls. 130 buy.
H.K. & S. Hotels	$10½ buy., 10¾ sa.
Hongkong Lands	$64 nom.
Hongkong Realtys	$7½ nom.
H.K. Territorials	$4 sa.
Humphreys Estates	$14½ buy. & sa.
Prince's Buildings	$89 nom.
Rural Lands	$1½ nom.
Ewo Cottons	Tls. 9 buy.
Orientals	Tls. 2½ buy.
Shanghai Cottons (old)	Tls. 52 buy.
Do. (new)	Tls. 27 buy.
China Buses	Tls. 10½ nom.
Hongkong Tramways	$25½ sel.
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Do. (new)	$2 buy.
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Do. (new)	$11½ buy.
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Constructions	$2½ nom.
Dairy Farms	$19 buy.
Der A Wings	$6 sel.
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Macao Electrics	$35 nom.
H.K. Ropes (combined)	$26 sel.
Do. (old)	$10 sel.
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Sinceres	$11 nom.
United Asbestos	$20 nom.
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Wm. Powells	$6½ nom.

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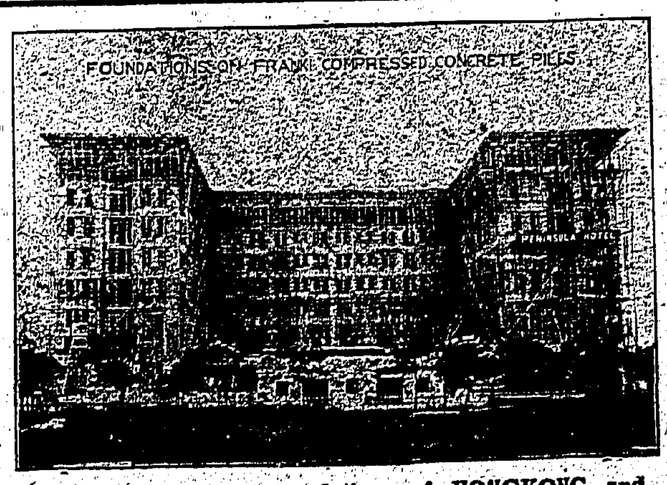

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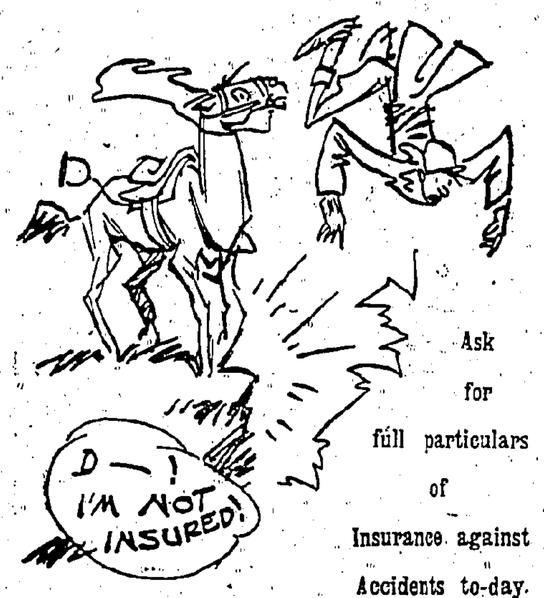

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[A.P.B.]

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PODOS MARVELLOUS FOR PALM, TENDER AND SORE FEET PERSPIRATION, BAD ODOURS, AND ALL FOOT TROUBLES. ENGLISH PRICE 3/-, ALL CHEMISTS OR DIRECT, OF BRUCKER, 10 QUAI VANDICK, ANTWERP

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"PROHIBITION THE MOTHER OF DRUNKENNESS."

SCATHING INDICTMENT BY MR. WM. PERKINS BULL, K.C.

"PROSECUTE PUSSYFOOT."

Mr. William Perkins Bull, K.C., B.A., of Victoria University and LL.B. of Toronto University, is a distinguished Canadian well-known in Great Britain as the founder and president of the Perkins Bull Hospital for Canadian Officers which carried on its beneficent work throughout the Great War. He is also a member of the Executive Committee and chairman of the Overseas Department of the British Empire Union. In the current issue of *New Health*, he contributes a very remarkable article, "Prohibition as the Mother of Drunkenness." The following extracts from this article will be read with interest by all who thoughtfully follow the trail of the Prohibition movement.

Two Great Experiments.

The world (says Mr. Bull) has just witnessed two of the greatest experiments in social reform ever attempted in history, *viz.*, trying to make Russia free by revolution, and trying to make America sober by Prohibition; and it is doubtful which of the two is the greater failure! But the strangest part of it all is that while native evidence is coming over by every mail (some of it the tardy admission of the prophets themselves who had hoped to save the world by their reforms), we see in England, from time to time, cranks and fanatics without experience at all who would wish us to "follow in failure's footsteps." It would be a pity to miss the lessons of the paradox, chief among which, surely, is the fact that here in England we are always accomplishing more under the principles of toleration than other countries by persecution. Freedom is part of the genius of our constitution, part of the instinct born of long legislative experience, which the younger and more impulsive countries can hardly hope to acquire at once.

Nature Needs Freedom.

The New World may dearly love to teach its grandmother to suck the eggs of sobriety, but the New World will have to clean up the awful mess of this first experiment before old Granny Europe can be won over to the new idea. Human nature is much the same in the mass as it is in the individual; the Puritans produced the debaucheries of the restoration, but it has been reserved for America to show that "Prohibition is the mother of drunkenness," though the older nations who have faced the problem for thousands of years could have told her that you can no more make men sober than you can make them happy by Act of Parliament, simply because liberty forms part of the essential psychology of human nature; and it is here that America has done the cause of temperance more harm than any publican could ever have done had he set out to do harm of set purpose. But the United States has done more than endanger the cause of temperance, for by bringing the machinery of government into disrepute, and officers of the law into temptation, she has undermined the prestige of civil morality all along the line just like some stupid parent will wreck his whole authority by some petty act of bigotry.

The Modern Publican As Temperance Reformer.

As a matter of fact—strange as it may seem—it is the modern publican himself who is the greatest temperance reformer to-day in England, and this for the simple reason that *intemperance does not pay*, but bootlegging, apparently, does, and, to judge from the latest details, more seems to be made out of alcohol by Prohibition than ever was made by the saloons. The figure was truly appalling when one comes to compare *temperance* England with *Prohibition* America, which spends twice as much upon liquor as we do—some 720 million pounds, for example, are spent on *bootlegging* in U.S.A., as compared with 315 million pounds on honest drinking here, two-thirds of which sum, in our case, of course, goes back to revenue, whereas double that sum in U.S.A. goes towards demoralising their Government.

No one, of course, would have dared to maintain that this would be the result before the experiment had been made, but the experiment once made, we can only judge by the facts, with the result that all sound temperance reformers may well look with dismay upon the efforts of those who would wreck temperance by making it into a Prohibition movement, with the effects in England it has had in America. It would be too high a price to pay for the little amount of drunkenness that remains to-day of that wave of vice which once made it possible to get drunk for a penny and dead drunk for twopence. Indeed, in the last ten years the amount of drunkenness punished by imprisonment has diminished by more than 75 per cent., *i.e.*, in 1913-14 the number was 51,851, and in 1923-24 this number had sunk to 11,425.

Prosecute "Pussyfoot."

Such facts, I say, cry out louder for temperance than the theories of cranks for Prohibition, and it is high time that Mr. Pussyfoot Johnson was arraigned before the courts for aiding and abetting drunkenness by the system of bootlegging which has been the direct and inevitable result of all his campaigning. Besides, against the list of the terrible results of alcoholic excess, which all admit, must surely be set, if we are to speak scientifically, the beneficent results also. A thousand friendships are cemented over a kindly exchange of drinks for one enmity leading to a fight, yet even then, once the quarrel over, the former enemies generally make it up over a glass together. Again, ten million domestic differences are set right over a nice little dinner out, husband and wife alone and a bottle of the best, for one scene, like those depicted in "Dry" posters, of a man dashing a woman's brains out with a coal-hammer, and all the lies which even Pussyfoot admitted were "lawful for the cause." We have plenty of laws to deal with drunkenness, some of them not half strict enough by any means, as, for instance, the motorist driving under the influence of drink, the father spending the household money on "booze," spendthrift pub-crawlers, and so forth—but all these are rather a curse than a boon to the publican and the trade.

(*Continued on next Column.*)

Prohibition Wrecks Temperance.

The barman is invariably more severe with the drunkard than the policeman is, for every holder of licensed premises is to-day aiming at making his place "fit to take the wife to"—in other words, he is trying to make the "pub" into a "hotel"—and this would be impossible with drunkards about. Now, if Prohibition stepped into this real temperance movement, it would only lead the irate working man into all kinds of subterfuges and excesses, simply because human nature is built that way, as all the older nations know, and as the newer nations are now learning, to their cost, and no one can yet count that cost, for with an executive once demoralised by bribery and corruption, what *is* safe either to the individual or to the State?

It is for this reason that the one great danger to the temperance movement in England is precisely the intemperate view of some of those who advocate it: and I have on occasion listened to more nonsense from teetotalers than some drinkers could utter when literally staggering under the influence. So long as the temperance reformer can only stick to the splendid work that he champions he will never have a single enemy from the publican who sells the liquor down to the public that consumes it, but once let him go intellectually mad drunk with his mania for stopping the sane and healthy consumption of spirit (which even the central figure of the Gospel could encourage by what must surely be known as the most sporting miracle in history) and the temperance movement ceases to be temperate and becomes hysterical, and Prohibition will breed drunkards in England as surely as it has done in America, an enemy in every class where hitherto it had only friends.

Prohibit Teetotalism.

Still, if the *will of the majority must prevail* and legislation in the cause of the nobler ideal be enforced, surely it is better to bring in an Act of Parliament at once to compel all bigots publicly to prove themselves able to consume a little alcohol like the rest of the normal community without getting drunk, than prevent all sober drinkers, some forty millions of them as there are, from exchanging a harmless glass with a friend because some eleven thousand odd people went to gaol last year for drinking a little too much—yet, if the truth were known, probably the majority of these cases of excess was due partly to sheer geniality and partly to poverty or sorrow driving them to this form of oblivion—and this would be the case even under Prohibition!

In a word, the English temperance movement is a gigantic success, succeeding by leaps and bounds. The American Prohibition movement alone can wreck it, and the best proof of this is that in Canada, and, indeed, also in America, who have tried it, the tendency is back from Prohibition to temperance, attacking drunkenness, not drinking, which, after all is said and done, has from the beginning of time been man's best friend; indeed the very symbol of friendship: "Your health, brother; I drink to our friendship." It will take long to find a substitute.

Prohibition in America was largely a layman's movement, semi-political, semi-religious, rather that a medical or in other words, a scientific movement, and therein lies the explanation of its failure.

With us the temperance movement is one guided by the profession which alone is entitled to speak, telling the public that whereas excess of alcohol is a poison, moderation in alcohol is one of the best stimulants for a civilisation living at such a high tension of existence as ours. The danger, therefore, is lest the crank and the bigot—political or religious—should be able to gain the ascendency in matters of public policy, which is yet another reason why doctors should be given the fullest scope and liberty to popularise the science of health, and why every organisation, such as the New Health Society, should be welcomed as a safeguard against the amateur absurdities of mountebank campaigns, such as that led by "Pussyfoot."

ANNUAL AQUATICS.

YESTERDAY'S HEATS.

CHINESE SUCCESS.

The heats for the Breast Stroke Open Championship of the Colony took place yesterday at the V.R.C. Camber in the presence of a number of interested spectators. There were three heats from which it was decided to select the winners of each and the fastest time among the losers to qualify for the final.

Wan Kwong Ting, Leung Tit Sang and Wong Ping Fan were successful in securing the first places, the last two coming in comfortably. Wan Kwong Ting, who won this event in 1924, swam in the best heat which provided an exciting race between him and H. A. Barros. Barros was unlucky in getting a bad push off at the start and could not regain the lead he lost thereby.

The four successful competitors for the Final, which will take place on Thursday, are:—

Wan Kwong Ting	81.3-5 seconds.
Leung Tit Sang	82.1-5 "
Wong Ping Fan	85.1-5 "
H. A. Barros	82.3-5 "

C. H. Clarke who came second to Leung Tit Sang in the second heat completed the course in 83.4-5 seconds, which is better time than Wong Ping Fan, but he does not qualify for the Final.

There are no heats for the other events.

RUN ON SHANGHAI CHINESE BANK.

RESULT OF A WILD RUMOUR FROM HANKOW.

EIGHT LAKHS PAID OUT.

Another "run" on a Chinese bank occurred at Shanghai on September 20th when rumours were circulated to the effect that its head office in Hankow had been suppressed by the Southern forces because it was a priavte organization belonging to Marshal Wu Pei Fu, and had advanced huge sums of money to the Northern forces, and because it was not in a position to meet its note issue.

The bank in question was the National Industrial Bank of China, an institution under the presidency of Mr. Kung Hsin Chan, former Minister of Agriculture and Commerce, and it has nothing to do with the Industrial Bank of China.

All Demands Met.

When a representative of the *North-China Daily News* visited the bank in the afternoon the small building was packed to overflowing with people, foreign and Chinese, presenting the bank's notes and demanding hard cash. The clerks were kept busy handing out coin in exchange for the notes and depositors carried stacks of silver dollars with them from the building. Every nook and corner was taken up by some person counting his money and sounding the white metal to see if it was good.

When questioned, the assistant manager, Mr. Kwok Yun Ping (a returned student from England) said, in the absence of the manager, Mr. Li Ti Chih, that there was a mistake which was quite liable to happen in view of the similarity in the names of two banks. The National Industrial Bank had sufficient reserve to meet all demands and up to three o'clock in the afternoon over eight lakhs had been paid out. There was a note issue of $2,000,000, and the bank had as much as was required to meet the demand and could pay the whole $2,000,000 if necessary. It was as safe as ever. The National Industrial Bank of China's head office was not in Hankow nor had its branch been closed. It was simply a mistake.

SHANGHAI POLICE OFFICERS.

RETIREMENT OF SUPTS. BOURKE AND WILSON.

SPLENDID RECORDS.

At the end of September, Chief Superintendent Wilson and Superintendent J. Bourke of the Shanghai Municipal Police retired after 43 years and 40 years' service, respectively.

Mr. "Tug" Wilson in his 43 years of residence in the Settlement, says the *N.-C. Daily News*, has witnessed the village's growth to the present civic state, has seen the arrival and departure of taipans and bank managers galore, has witnessed the Huangpu become a harbour of world importance, with its greatest vessels arriving almost daily and noted the hive of industry which has made Shanghai what it is. The call of Shanghai is so great, that Mr. Wilson, after a short holiday at Home, will return there to spend his declining days.

When interviewed, Supt. Bourke said that he was feeling as fit and almost as young as the day 40 years ago when he entered Shanghai and started on his interesting career. And, indeed, adds the Shanghai journal, he carries his 61 years as a man of middle age.

It was in 1886 that Supt. Bourke went to Shanghai from Manchester and started his duties at the very bottom of the ladder, a constable. Twelve months later he was raised to the position of sergeant and from that time went through the various steps necessary for those rising from the ranks.

TUNG WAH HOSPITAL.

LARGE NUMBER OF REFUGEES HELPED.

The Tung Wah Hospital, has been called upon to do considerable typhoon relief during the past week. Up to October 1st, the Hospital received no fewer than 137 refugees, including many who had been rescued at sea by passing steamers coming to Hongkong.

A number of these refugees have been sent back to their homes with a small fund for incidental expenses besides payment of transportation. Some 108 were still in Hongkong over the week-end, and they are now waiting facilities to get back to their native districts.

The Hospital last week sent two launches out to search for distressed Chinese, and several fishermen were found helpless in out-of-way places as a result of the typhoon in which their junks were wrecked. In addition to life-saving facilities, medical and food supplies went the searching parties. The launches serving the Hospital were the *Tung Hing* and the *Tung Faat*.

REACTION AGAINST CANTONESE.

WHAT IT MEANS TO BE "CAPITALISTS."

THE MILKING BEGUN ROUND HANKOW.

Hankow, September 24th.

It has already been reported that all classes of local folk were inclined to welcome the Cantonese conquering force and be baptized at once into the Red fold, writes Mr. Rodney Gilbert. This remains true of the lower classes and, now that there appears to be little chance of Wu Pei Fu's return, the labour unions are having a grand time opening up and celebrating, but the big merchants and bankers have changed their minds about the blessings that were coming. They have discovered that they are capitalists and that as such they are going to be more heavily tithed than Wu Pei Fu ever tithed them, in the interest of the cause. The reaction against Cantonese control in the higher moneyed circles is therefore very striking.

Opportunist Foreigners.

In marked contrast to this tendency is the change in attitude towards the new Cantonese masters among a certain class of opportunist foreign merchants. The newcomers are being much advertised within this circle as polite, fair and reasonable folk, with whom we can get along well enough by friendly and conciliatory approaches. It is pointed out that all the foreign mills are still running, that there are no strikes and that there is no boycott, while in the matter of the control of shipping they show no disposition to be unreasonable.

These persons, who grow more numerous every day, do not realize that the Cantonese are not yet in undisputed control of this district and therefore are using good behaviour as propaganda. They ignore the fact that the strongest possible anti-foreign agitation is being pushed forward in anticipation of the day when they can put the clamps on foreign trade as they did in Canton. They ignore the question, that, if these people mean to be so friendly, reasonable and helpful, why are they devoting themselves so assiduously to the shaping of a bitterly hostile feeling against the "imperialists" throughout the native community? It would be hard to exaggerate the danger of such propaganda. It is as weak and cowardly as the diplomatic policy, which has brought foreign prestige to its present low ebb or as the agitation on the part of certain missionaries in support of the Red programme.

Pessimists and Optimists.

The pessimists here proclaim loudly that the Red are in the Yangtsze to stay. The optimists have many arguments for insisting that will not last long. One is that they are spreading themselves too much and taking in alien elements too fast, so that with a single severe defeat on any one front, their alien allies will desert them and they will collapse like the Kuominchun. The argument that makes most appeal, however, is that Wuchang not only holds out obstinately but gets more uppish in its rejection of favourable terms every day. Wuchang has a big wireless station and is undoubtedly in touch with all the Northern leaders, and it must therefore be getting acceptable assurances of relief from some quarter. At this writing it is believed locally that Sun Chuan Fang is making his biggest drive across country from Wusueh towards the Hukuang railway south of Yochow, so it is supposed that Wuchang is waiting for the success of this movement to force a Cantonese withdrawal. Colour is lent to this supposition by the fact that large bodies of the Cantonese and Hunanese troops are being withdrawn from the Kin Han Railway, presumably to reinforce some hard pressed font. Of such theories the reader can make what he likes. There is no use trying to form an opinion on such shadowy information.

A BABY.

A Few Weeks' Old.

Wee bundle of sweetness,
How sweet no one knows,—
Sweeter and fairer
Than bud of a rose;
Sweeter than sweetest,
And fairer than fair,—
A pearl of a baby
In the wee cot there.

Wee bundle of sweetness,
A snowdrop, a sunray,
Cheeks like apple blossoms
In an orchard in May;
Ears that are seashells,
And a gem of a nose,
And such little handies,—
And such little toes.

A few strands of fair hair
On his little round head,
And little lips pouting
And ever so red;
And eyes that are wondering,
And bluer than blue,—
A pearl of a baby,
God bless you!

M.

"THE NEXT STEP AFTER THE BLOCKADE."

CURIOUS STATEMENT SIGNED BY THE KUOMINTANG.

"WE SHALL NOT SLACKEN OUR PRESENT POLICY FOR A SINGLE DAY."

Latest advices from Canton confirm the statement made by a Shameen correspondent in the *Daily Press* yesterday that pickets are still closely watching all Chinese who enter or leave Shameen. It is asserted that there are as many pickets on duty now as ever before, but they are all in mufti.

A number of responsible merchants in Canton are still profoundly sceptical about the boycott being terminated on October 10th. In their opinion there is nothing to suggest that any radical change is contemplated and they go as far as to state that even if the river traffic is resumed it will not be resumed until some considerable time after that date.

Some support is given to this opinion by a long statement published in the *Canton Gazette* of October 2nd under the heading "Severance of Economic Relations." This appears to be an official document and it is signed, among other organisations, by the *Central Kuomintang*. The statement is a long one and we will only quote the last paragraph which is as follows:—

> "We firmly believe that our Chinese people will keep in mind the savagery of the foreign Powers, and our own unavenged humiliation, and unite to extend the severance of economic relations with the British Imperialists, as the next step after the blockade policy by the Canton-Hongkong strikers. Before the cancellation of the British gunboat policy, we shall not slacken our present policy of severing economic relations with the British for a single day, nor shall we cease such a movement before a satisfactory settlement is made concerning the tragic events of May 30th and June 23rd, as well as the Canton-Hongkong strike."

On the one hand we have Mr. Eugene Chen, the Foreign Minister in Canton, assuring the world that he will bring about the termination of the boycott by October 10th. On the other hand we have the party which he represents putting its signature to the statement reproduced above. These apparent contradictions create a position which it is impossible for anyone to understand.

One rather amusing report received from a reliable source in Canton is that even now an attempt is being made to draft the proclamation which is to end the boycott, but that great difficulty is being experienced regarding the wording of the proclamation. It would never have occurred to us that Mr. Eugene Chen would experience difficulty in finding words to meet any conceivable situation; translating words into action appears to be his particular stumbling block.

THE WHAMPOA AREA.

The Canton Government have officially requested that no foreign ships shall pass what is described as the "Whampoa Martial Law area" between the hours of 7 p.m. and 6 a.m. This puts an end for the time being to all suggestion of resuming the night boats to Canton.

It is officially reported that a Chinese pensioner of the Hongkong, Canton and Macao Steamboat Company went to Shameen to draw his pension at the end of September. When he was returning he was pounced upon by the pickets, ill-treated and placed under arrest. Nothing has been heard from him since. Very probably he is still in custody. Almost certainly his very patriotic fellow countrymen have relieved him of his pension money. These are little incidents in up-to-date government methods to which Mr. Eugene Chen might devote some little attention.

GENERAL CHIANG KAI SHEK.

It is generally believed in Chinese circles that General Chiang Kai Shek himself sent instructions to Canton that the boycott should be settled. How his success or failure in the field will affect the trade situation is difficult to determine, but judging from the tenor of all the reports now being received from the "fighting line" the victorious progress of the Southern Army has been checked. Details are lacking but it appears to be established that in one encircling movement by Marshal Sun Chuan Fang's troops in Kiangsi, no fewer than 5,000 Southerners were captured. Competent observers in Hankow are coming to the conclusion that Canton has shot its bolt from the military point of view and that the rout of the Canton forces is imminent.

REINFORCEMENTS WANTED FOR THE VARIOUS "FRONTS."

UPRISING OF "ANTI-REDS."

[FROM OUR CHINESE CORRESPONDENT.]

Requests for re-inforcements for the troops for the war "fronts" in Hunan, Hupeh, and Kiangsi are still coming in, but they are unable to be complied with at present.

At the same time uprisings of "anti-Reds" are being reported everywhere.

There is still lack of confirmation of the capture of Waichow by "anti-Reds," and it is not believed that the "anti-Reds," while active, have gone so far.

The Kuomintang Army General Headquarters has been sending a large quantity of arms and ammunitions up the West River lately, and it is believed that they are for pro-Kuomintang troops in Yunnan.

Trouble in Heungshan District.

It is reported that the situation in Shekki, Heungshan District, is receiving special attention from the Kuomintang. The need to overwhelm the bandits and former troops of General Ngai Bong Ping, who have been disturbing the district and other parts of Southern Kwangtung, is generally admitted in Canton.

The Head Office of the Central Bank, which is also a Government depository, usually receives a remittance from Heungshan once in three days, but it has been nearly ten days since the last remittance was received.

The Central Bank.

The Central Bank in Canton, having been rushed during the last few days, owing to the rumour that native banks in Waichow were refusing to accept its notes, remained open on Sunday, despite the fact that the day was a legal holiday and also the Confucian Birthday, so as to restore confidence and meet payments.

It is reported that the Kuomintang has but very recently drawn some $900,000 in silver and also a large quantity of Hongkong notes from the Central Bank in order to remit funds to the war "front."

Because of business depression in Canton, the Confucian Birthday celebration was very quiet.

NEWS AGENCY RAIDED IN SHANGHAI.

ALLEGED CANTON AGENT ARRESTED.

MONEY FROM THE SOUTH.

The Kuomin (National) News Agency, 19, Teh Kong Li, Fusan Road, Chapei, which is said to have been disseminating propaganda for the Kuomintang and the Cantonese Army, was raided on Sunday by the Woosung-Shanghai Constabulary and five employees of the agency were arrested, says the *Shanghai Evening News*.

The raid is said to have been conducted in accordance with instructions from Marshal Sun Chuan Fang to suppress the Kuomintang and curb pro-Canton agitation.

Held By Police.

That the Kuomin (National) News Agency was subsidized by the Canton Government, is conclusively shown by letters and other documents seized and examined by the police, states a later issue of the same paper.

The agency was paid to disseminate Red propaganda and a telegram ready for dispatch was found which requested the Canton Government to immediately remit the subsidy for the current month.

Trapped In Office.

This telegram was signed by Chao Chi Hao, manager of the agency. Letters relating to the monthly subsidy showed that the Canton Government has been sending the agency $800 every month.

On the same day the police raided the agency, Chao was making arrangements to move his office into the Settlement for safety. He went to his Chapei office and was trapped there in the raid which followed immediately upon his entry.

Employees Freed.

Chao is being held in custody for trial. His four assistants have been released on bonds signed by the Szechuan Association. An office coolie likewise has been freed.

THE POSITION IN KWANGTUNG.

KUOMINTANG WORRIED BY MANY MINOR REVOLTS.

DEMANDS OF NUMEROUS MILITARY COMMANDERS.

[BY A CHINESE CORRESPONDENT.]

The Kuomintang in Canton is becoming anxious regarding political and military developments in Kwangtung itself, quite apart from the difficulties in Hunan, Hupeh and Kiangsi.

Northern and Southern militarists have been bought with promises of arms and funds and those joining the Kuomintang have been guaranteed the maintenance of their position in their respective territories. General Tang Seng Chi, of Hunan, General Liu Tso Lung of Hupeh, General Li Fung Hsiang of Fukien, General Fang Pen Jen of Kiangsi and a dozen others with smaller influence have been "brought in" under such promises, and it is now becoming a serious problem how to meet the demands of these militarists.

However, it is now generally admitted in Canton that purely military operations will never bring the Kuomintang headquarters to Peking, or even to Wuchang and that everything depends upon the ability of the party to buy more and more military leaders over to its side.

Then these are the activities of the Right or "anti-Red" Section of the Kuomintang to be considered. They hold their meetings in Shanghai but have representatives in Canton and other important cities of South China and they are endeavouring all the while to undermine the influence of the Left or "Red" Section. Much "anti-Red" literature has found circulation in the more prosperous towns and villages of the Kwangtung Provinces.

The "anti-Red" organizations—the "anti-Bolshevik" Association of China, the Chikuntang, the People's Democratic Club—have already started trouble in a number of districts in Eastern and Southern Kwangtung and although the movement is not yet strong enough to oust the Kuomintang immediately from Canton, it is sufficiently strong to create anxiety and the constant reports of the capture of this or that town in Kwangtung by "anti-Reds" has become an exceedingly powerful factor in discouraging the sale of war bonds by the Kuomintang agencies.

Generals Li Tsai Hsin and Tan Yen Kai, now the only senior generals remaining in Canton, are even themselves suspect and it is thought they may turn against the present leaders of the Party whenever opportunity offers, and this suspicion has no little effect in weakening the moral within the Kuomintang.

The district of Heungshan is being attacked in a number of places by bandits, and some have attributed these attacks to "anti-Red" inspiration.

Many influences are thus combining to create a feeling of nervousness among the Kuomintang leaders in Kwangtung—the lack of "victorious" reports from the "front," inability of the General Headquarters in Canton to meet the call from the "front" for re-inforcements, falling off in the subscriptions to war bonds, attempt of "anti-Red" sympathizers in Canton itself to organize a run on the Kuomintang Central Bank, frequent desertion of launches from the local Navy, threatened mutiny of armed pickets nominally under the Strike Committee but virtually a part of the Kuomintang strength, and uprisings, although on a small scale, of "anti-Reds" in the districts, which take the form chiefly of people's volunteers attacking the Kuomintang controlled Peasants' Corps or Farmers' Leagues.

Of course, some of the unfavourable reports concerning the Kuomintang in Canton have been exaggerated by "anti-Red" organizations, but looking at things from all sides, there is reason to believe that everything is not running to the Kuomintang's entire satisfaction.

In order to better control Canton, a military man is to be made Chief of Police, and it is being proposed that General Chien Ta Chun, now Garrison Commissioner of the City, shall take over the work concurrently with his other duties, replacing Mr. Li Chang Tet, a Cantonese whose own native district, Tungkun, is being menaced by "anti-Reds" said to be former followers of General Chan Kwing Ming.

WHAT DISCIPLINE CAN DO.

EFFECTIVENESS OF THE RUSSIAN TRAINING.

THE CANTONESE FORCES.

INFERIOR IN NUMBERS BUT SUCCESSFUL.

HANKOW, September 24th.

Mr. Chen Kung Po, the new Commissioner of Foreign Affairs, to-day made the first round of consular calls since the Cantonese occupation, writes Mr. Rodney Gilbert. He is a young man, of the returned student type, and appeared in full military regalia instead of the usual diplomatic costume.

Whether one likes it or not one must admit that the Russo-Cantonese expeditionary force is so efficient that it makes all the Northern organizations look like disorganized rabble. Discipline is perfect, control of all officers under a unified command is excellent, and checks upon them ingenious, and when they go into a fight they mean business and carry out their operations with clockwork precision. They have demonstrated to what a pitiful degree the Northern armies have been demoralized during the past ten years. This of course proves what a Chinese force under foreign instruction and control can do. No Northern general, in his conceit, would dream of taking the advice of the most highly qualified foreign military adviser. There is no one of them who does not think that, given sufficient men and equipment, he could have simply devoured Germany in 1914 and ended the war in a few months. It is very probable indeed that neither Chiang Kai Shek nor Tang Seng Chi give the Russians any credit for the efficiency of their force and it is not to be supposed that they gave the Russian advisers the right to whip their units into fighting shape—the Russians bought that right and are still buying it. When the money stops the Russians will not be in positions of control and the Cantonese army, being Cantonese, will then certainly degenerate into one of the least efficient forces in China.

Cantonese The Backbone.

One notable feature of this organization is that no Hunanese nor Hupeh unit has been taken over under the absolute command of its own officers. To every new unit a large stiffening force of Cantonese is added while every officer in that unit has a Cantonese colleague who outranks him in emergencies or when he fails to take orders from the central command. This is true even of Tang Seng Chi and Liu Tso Lung.

The Cantonese expeditionary force, with the addition of Tang Seng Chi's men, did not originally exceed 60,000 men. Losses have been heavy, good-sized garrisons have been left in charge of all the big cities. Wuchang has been invested, an expeditionary force has gone up the Kin-Han Railway, another down the Yangtsze, another from Changsha to Pinghsiang and probably eastward from the vicinity of Yochow to intercept Sun Chuan Fang's attempt to reach the Hukiang Railway and cut communications. The biggest of these forces cannot possibly exceed 20,000 men, yet everywhere they either hold their own or register overwhelming victories against odds. Chin Yun Ao abandoned Wushengkuan, the strongest position on the Kin-Han Railway, which he held with a force of 30,000 men, before the advance of six battalions of little barefooted Cantonese.

Sun Chuan Fang's Advance.

It is estimated that between 60,000 and 100,000 men of Sun Chuan Fang's army came up river above Kiukiang to meet the Cantonese that were advancing down stream—presumably about 10,000 in number—yet we do not hear that they have made any great progress. On the Pinghsiang route another force is within 40 or 50 miles of Nanchangfu. In the south of Kiangsi they are at least as far north as Kanchow. It is a disgraceful display for the North and its huge armies.

Fighting has been to-day reported from Shasi between the local garrison and an unidentified Southern force at a point about 70 *li* south of the city. It is here suspected that this has nothing to do with the Cantonese movement, but that the Southerns are Yuan Tsu Ming's Kueichow bandits who, when driven out of Szechuan, took refuge in Western Hunan.

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21ST OCTOBER, AT 9.30 P.M.
IN
QUEEN'S THEATRE
WHEN THE FAMOUS
ZEEBRUGGE FILM
WILL BE SHOWN.

BOOK YOUR SEATS NOW,
AT QUEEN'S THEATRE.

PRICE: $3.00 PER SEAT. [4027

CONSULADO DE PORTUGAL.

CONVITE.

CERVEIRA DE ALBUQUERQUE, Consul Geral de Portugal, convida todos os membros da Comunidade Portuguesa de Hongkong para A RECEPÇAO que HOJE, 5 DE OUTUBRO, 16 ANIVERSARIO DA PROCLAMAÇAO DA REPUBLICA PORTUGUESA, se realisará na SALA LUIZ DE CAMOES DO CLUB LUSITANO, das 11 Horas ao meio dia.
5 de Outubro, 1926. [4028

GRAND HOTEL DES WAGONS-LITS, LIMITED.

[INCORPORATED UNDER THE COMPANIES ORDINANCES OF HONG KONG.]

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ANNUAL GENERAL MEETING of SHAREHOLDERS of the GRAND HOTEL DES WAGONS-LITS, LIMITED, will be held at the then Registered Office of the Company, EXCHANGE BUILDING (2nd floor), Des Voeux Road Central, Hong Kong, on SATURDAY, the 6TH NOVEMBER, 1926, at 12 o'clock NOON, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the Year ended on the 30th JUNE, 1926, confirming the appointment of a Director, and re-electing a Director and the Auditors.

By Order of the Board,
F. C. BARRY,
Acting Secretary.
Hongkong, 4th October, 1926. [4026

PUBLIC AUCTION.

THE Undersigned have received Instructions to Sell by
PUBLIC AUCTION
ON
TUESDAY, WEDNESDAY AND THURSDAY
THE 19TH, 20TH AND 21ST OCTOBER, 1926,
COMMENCING EACH DAY AT 9.30 A.M.
WITH AN INTERVAL FROM
12 NOON TO 1.30 P.M.
AT
H.M. NAVAL YARD, HONGKONG,
AND AT
KOWLOON NAVAL DEPOT.

OLD AND SURPLUS NAVAL STORES, Etc.,

Comprising:—

Money Chests, Binoculars, Metal Branch Pipes, Life Boat, Whaler Gigs, Old Lead Battery Plates, Boats' Sails, Electrical and Wireless Telegraphy Fittings, Glycerine, Electric Cable, Cooking Stoves, Ships' Fittings and Firehearth Gear, Iron Mattresses, Water Closets and Pans, Life Belts, Carpets, Rugs, Mats, Table Covers, Old Steel Files, Blankets, Fold-up Lavatories, Curtains, "Overcases, Glazed and Unglazed Tiles, Leather and Metalic Hoses, Canvas Tubing, Old Cordage, Canvas Bags, Old India Rubber, Old Leather, Old Woollen and Linen Rags, Metal Propellers, Old Paint Drums, Old Cork, New Canvas Cuttings, Old Iron and Steel, Old Brass, Copper, Lead and Zinc, Copper and Brass Tubes, Coal Sacks, Brown Jean, Wood and Iron Blocks, Lamps, Lanterns and Gear, Gauges, Old Steel Tubes, Old Steel Wire Rope, Dirty Mineral Oil, Olive Oil and Oil Fuel, Chain Cable and Gear Drilling, Screwing and Grinding Machines, Lathes, Steam Engines, Chairs, Compasses, Binnacles, Logs, Clocks, Iron Drums and Tanks, Old Bunting, Fire Engine Boats' Engines and Boilers, Rigging Chain, Wire and Fibre Brushes, Glass Tubes, Table Fans, Baths, Anvils, Forges, Vices, Miscellaneous Tools, Ironmongery Protective Mattresses, Filters, Mast, Seine Nets, Capstan Engines and Gear, Charging Pipes, Hull, Engine and Boilers of Steam Cutter, Asbestos Packing Associated Engine, Engine Room Telegraphs, Circular and Band Saws, Gymnastic Gear, etc., etc.

Lots May be Inspected on MONDAY, the 18TH OCTOBER, 1926.

Terms of Sale:—As detailed in Catalogue.

LAMMERT BROTHER,
By Appointment,
Auctioneers to the Admiralty.
Hongkong, 4th October, 1926. [4023

IN THE SUPREME COURT OF HONGKONG.

IN THE GOODS OF SIR CATCHICK PAUL CHATER, KNIGHT, C.M.G., DECEASED.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of the Probates Ordinance, 1897 (No. 2 of 1897), made An Order Limiting the Time for Sending in Claims to or Against the above Estate to the 25TH DAY OF OCTOBER, 1926. Creditors and Claimants are hereby Required to Send their Claims to the Undersigned by the above Date.

Dated this 1st day of October, 1926.

DEACONS,
Solicitors for the Executor,
1, Des Voeux Road Central,
Hongkong.
4001]

INTIMATIONS.

FELIX VILLAS.—At the TERMINUS of the new BUS SERVICE, European residences equipped with modern sanitation, electric light, gas, as well as garage and comprising 6 rooms, 4 bathrooms, servants' quarters, etc., at $150 and upwards. These comfortable residences, on MOUNT DAVIS ROAD, face South and are situated in one of the most delightful localities in Hongkong. Apply to the HONGKONG LAND INVESTMENT & AGENCY CO., LTD. [3429

NOTICE.

THE Public is hereby informed that Mr. ROBERT JOHN HALL is no longer connected with our Company as from THE 4TH INSTANT., and that the Power of Attorney held by him is withdrawn.
T. E. GRIFFITH, LTD.
4021]

NOTICE.

ASSURANCE FRANCO-ASIATIQUE.

WE Have THIS DAY RELINQUISHED the MARINE AGENCY of the above-named Company.
THE UNION TRADING CO., LTD.

WE Have THIS DAY TAKEN OVER the MARINE UNDERWRITING of the above-named Company and are prepared to issue Policies at Current Rates.
ASSURANCE FRANCO-ASIATIQUE.
C. G. ANDERSON,
Branch Manager.
Hongkong, 1st October, 1926. [4017

REMOVAL NOTICE.

"AT THE SIGN OF THE LANTERN"

WE Have Now MOVED into our New Premises:—
YORK BUILDING,
GROUND FLOOR,
HATER ROAD,
(NEXT DOOR TO KELLY & WALSE).
Where You Will Find a Collection of CHINESE BLACKWOOD, CARPETS, PORCELAIN, EMBROIDERIES, BEADS, PEKING GLASS, LACQUER, CUSHIONS, LAMP SHADES and CHINOISERIE of All Kinds at Fixed and Reasonable Prices.
Also A New Consignment of SMART FROCKS and HATS from LONDON and PARIS.
[4012

HONGKONG JOCKEY CLUB.

THE FOURTH EXTRA RACE MEETING will be held (Weather permitting) at HAPPY VALLEY on SATURDAY, 9TH OCTOBER, 1926, Commencing at 3.15 P.M. The First Bell will be Rung at 2.45 P.M.
The Charge for Admission to the Public Enclosure will be $1.00 for all Persons including Ladies. Soldiers and Sailors in Uniform—Half Price.
Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.
Each Member has the right to introduce 2 Non-members to the Members' Enclosure, Tickets for whom can be obtained from Messrs. LINSTEAD & DAVIS at $5 each up to FRIDAY, 8TH OCTOBER, 1926.
The Charge for Admission for Ladies to the Members' Enclosure will be $2. Each Member can obtain, upon application to the SECRETARY, Badges for the Admission of 2 Ladies Free of Charge. [3999

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING will be held in the PAVILION on FRIDAY, the 15TH OCTOBER, 1926, at 5.30 P.M.
AND
NOTICE IS HEREBY GIVEN that on FRIDAY, THE 15TH DAY OF OCTOBER, 1926, Immediately after the holding of the GENERAL MEETING, A DRAWING for the REDEMPTION of ONE HUNDRED (100) DEBENTURES will be Held.
The Numbers of the Debentures Drawn will be published in the *Hongkong Government Gazette*, and the local Newspapers, and Holders of Drawn Debentures may, upon giving Notice to the Treasurers waiving the 6 Months' Notice to which they are entitled, apply on the 31ST OCTOBER, 1926, to The TREASURERS, MESSRS. PERCY SMITH, SETH & FLEMING, for Payment of the Principal and Interest to the 31ST OCTOBER, 1926.
By Order of the Committee,
J. D. HUMPHREYS,
Hon. Secretary.
4020]

TO LET.

A EUROPEAN SHOP in NATHAN ROAD, KOWLOON.
Apply to:—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
4025] Alexandra Buildings.

TO LET.—Near MAY ROAD STATION TWO FLATS in the NEW BUILDINGS with all Modern Conveniences.—Apply A. V. APCAR & Co., LTD., 1, Des Voeux Road Central. [4029

TO LET.

TOP-FLAT in No. 5 and GROUND FLOOR in No. 7, PRAT BUILDINGS, Kowloon.
Apply to:—
SPANISH DOMINICAN PROCURATION,
HONGKONG.
[3994

TO LET.

GROUND FLOOR OFFICES near KOWLOON FERRY.
Apply to—
Box No. 3813,
[3813 c/o *Hongkong Daily Press*.

OFFICE TO LET
IN ALEXANDRA BUILDINGS.
Apply—
SECRETARY,
3647] A. S. WATSON & CO., LTD.

INTIMATIONS.

Fine PORTS

	Duty Paid. Per Case.	Per Bot.
Invalid	$38.00	$3.25
Douro	40.00	3.40
Old Tawny ...	44.00	3.75
Estrella ...	46.00	3.90
Very Old Tawny	58.00	4.00
Oldest & Finest	61.00	5.20

Fine SHERRIES

	Duty Paid. Per Case.	Per Bot.
Light Dry ...	$35.00	$3.00
Solera	37.00	3.10
Very Pale Dry ...	38.00	3.25
Pale Dry Nutty ...	40.00	3.40
Fine Old Brown ...	44.00	3.75

Grown, Bottled and Shipped by

Geo. G. SANDEMAN SONS & Co., Ltd.

Xeres de la Frontera
and Oporto.

A. S. WATSON & CO., LTD.

Wine and Spirit Merchants.

[50

BIRTH.

GATES.—On September 27th, at the Country Hospital, Shanghai, to Mr. and Mrs. FRANK GATES, a daughter.

DEATHS.

DOS REMEDIOS.—On September 28th, 1926, at 152 Sinza Road, Shanghai, AUGUSTA MARIA, the dearly beloved wife of A. G. DOS REMEDIOS, in her 48th year.
OLIVEIRA.—On September 28th, at his residence, 572 Dixwell Road, Shanghai, HENRIQUE MARTINS OLIVEIRA, at the age of 46.

Hongkong Office: 14, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, OCTOBER 5TH, 1926.

COME TO ENGLAND!

WE are pleased to learn that the "Come to Britain" movement recently launched under influential auspices in London is being taken up with considerable energy. This is all to the good, and it must be a source of satisfaction to Britons abroad that efforts are being made to attract "all the world and his wife" to the Old Country. There is, however, something to be said for the mild note of criticism in the London *Times* that the movement has this element of unreality about it—nobody in natural parlance ever calls the country Britain, nor do foreigners. On the other hand, England, Angleterre, Inghilterra, and the like, are familiar names, and in inviting guests it is wise to supply them with the right address. "Otherwise," says the leading journal, "there can be no objection to the movement, but rather much to be said for it; for not to know something of England, especially in summer, when its brumous veil has lifted, is to miss, though we say it ourselves, a good deal that is worth seeing."

For many years foreigners flocking to Europe on holiday have generally visited Italy, Spain, and France, and remained content to confine their pleasure jaunts to those countries. This is especially true as regards travellers from the United States and from South America. The reason is, no doubt, that the former are attracted to Latin Europe because they discovered there is a wide and vivid contrast to the Anglo-Saxon type of civilisation, and the latter because they find themselves at home with races to whom they are akin. But in any case they are enticed by clever and intelligently-directed publicity.

The present time seems particularly favourable to the invitation to foreigners to come to England. France appears determined to turn the foreigner out of her country and bolt the door against his return. She blames him for her present financial plight—a perfectly baseless and, indeed, ludicrous idea—and vents her spleen against him in all sorts of ways. In Italy the natives under the spell of MUSSOLINI are meekly obeying the Dictator's decree to spend their holidays at home, or if they must travel to avoid France and Switzerland as they would the plague. The Government of Angora, with Turkish ill-humour, ordered the closing of foreign Chambers of Commerce. England, alone, true to her ancient traditions of toleration and hospitality, stands at the door and offers a welcome to all who have purses light or heavy to enter, and inspect the goods she wishes to sell, or the pleasures she has to offer.

It sounds, perhaps, a trifle humiliating that many foreigners visiting Europe are said to leave England out of their holiday programme because they imagine the country has no attractions. Recently at a meeting in London Sir FRANCIS TOWLE, manager of the Gordon Hotels, who is a great personage in the hotel world, said there was no doubt that people in other countries, particularly in the United States, did not know anything about England and nothing practical was done to inform them. In this connection it is instructive to read that Mr. LEONARD MATHERS, of the British and Latin American Chamber of Commerce, has been saying that scores of thousands of wealthy Latin Americans practically pass by England when they travel in Europe. They complained that nobody was interested in them, and that there was nothing to do or see. To anyone familiar with the life and colour of London in the summer months, and the rare beauty of rural England, this reads strangely. The explanation is to be looked for in the fact that Italy, France and other countries have systematically spent large sums in extensive propaganda in the United States and Latin America to lure the tourist, while England has been too modest or indifferent in that direction. This attitude, it now appears, towards the world at large is to be changed.

As the "Come to Britain" movement seems to be moving, and has the advantage of the active help of the Overseas Department of the Board of Trade, we are glad that in the broad discussion of the subject the question of hotel accommodation is being critically examined. There is, however, a tendency to pay too much attention to the extremely wealthy class of tourists who have "money to burn." A good deal of the writing in the Press at home is concerned with people who arrive in England with their families and their motor cars, or who hire a car or by one on their arrival and sell it on their departure. There is perhaps no more luxurious individual in the world than the Californian, Brazilian, Chilian or Argentine millionaire, of Italian, Spanish or Portuguese origin, and one might suppose from what is in the newspapers that if they could be attracted all would be well. But there are others.

It is certainly desirable to examine the accommodation and the charges in the hotels in England and Scotland—especially the charges—in the interests of visitors of comparatively modest means, comprising scores of thousands who want to go about and see places of interest without being fleeced. Things are better than they were twenty or thirty years ago in this respect, but all the same further reform is necessary. English people resident overseas on going home on holiday stand to gain, from the "Come to Britain" movement, and their needs and requirements should be considered. It may take some time, however, to effect improvements that will benefit folk who are not millionaires, for hotel-keepers as a class have never been conspicuous for initiative, imagination or progress.

Mr. J. M. da Rocha, of Messrs. J. M. da Rocha & Co., leaves by the *Taiyo Maru* for San Francisco, to-day, on a business trip.

There is as yet no confirmation from the police authorities regarding the reported piracy of a big vessel near the Tai Shek Barrier.

Miss Santos, of 63 Nathan Road, reported to the police yesterday that someone stole a white gold solitaire diamond ring, valued at $400 from her bedroom.

The Portuguese Consul-General is holding an official reception at the Club Lusitano to-day (Tuesday) from 11 a.m. to 12 noon, the occasion being the anniversary of the Portuguese Republic.

Mr. G. E. Webb, of No. 581, Nathan Road (2nd floor), Orient Building, has lost a silver and cut-glass bottle valued at $22 and a gold brooch costing $30. A thief got in through an open verandah door on Saturday night.

Mrs. Kardish, a passenger on the P. & O. s.s. Khyber, lost from her cabin—while the ship was in port—a silver watch worth $45 and a £1 note. The letter notifying the Police was not received till the steamer had sailed.

In connection with the departure of the East Surrey Regiment from Hongkong there will be a ceremony on October 14th of "Trooping of the Colour." This will take place on Murray Barracks Parade Ground and is timed to commence at 4.30 p.m.

The Globe-trotters scored another success at the Star Theatre last night when they presented an entirely new programme. There was a large attendance. There will be an entire change of programme again to-morrow night and on Friday night. The party give their final performance on Saturday.

Mr. W. H. Elkins has won the Championship of the Sigapore Golf Club, defeating Mr. J. B. Carr. He had beaten his his rival by the time the 27th hole was reached, being 11 up with 9 to play. Throughout the match Mr. Elkins played with unfailing consistency, his average for the 27 holes was exactly 4.

The waters near Yeungkong, as previously mentioned, saw the worst results of the typhoon. One rescued fisherman volunteered the information that ten junks and 214 men comprised his fleet, and of these 179 must have perished. Among the ten junks, only one had her full crew all safe, while one, with 31 men, had only four left.

Messrs. Wai Kee, art dealers, opened business yesterday at the "Hongkong Hotel corner shop," formerly occupied by Messrs. Lane & Crawford's jewellery department. Of the many antique works of art exhibited is a Kin Lung porcelain—cloisonné vase found in a Peking palace during the Boxer rising. It is stated to be worth $35,000.

"The Black Pirate," starring Douglas Fairbanks, is having a splendid run at Queen's Theatre. As predicted, last week, it is assured of a good run here, and crowded houses have been the order every day since it commenced. Only a small percentage of residents have yet seen this magnificently staged production in natural colours, and it can truthfully be said that many of those who have will want to see it again before it leaves Hongkong. Therefore, in view of the big demand for seats, early advance bookings are still advised. "The Black Pirate" will be followed by a fine comedy "Forty Winks."

Readers are reminded that Signor A. Carpi with the Carpi Italian Grand Opera Company, comprising sixty artistes, the largest combination of its kind to tour the Far East, will, as mentioned in the *Daily Press*, open their season at the Theatre Royal to-morrow evening. Booking can be made at Anderson's Music Store, Ice House Street. The season will extend until Saturday, October 16th, and there will be a performance every evening, beginning at 8.15, with exception of Sunday next. The programme of the season includes "Il Trovatore," "La Traviata," "Cavelleria Rusticana," and "Pagliacci"; "Madame Buttefly"; "Faust" "Mignon"; "La Tosca"; "La Boheme" "Rigoletto"; and "Carmen," which will be presented in the order given above.

Y.M.C.A. NOTES.

FURTHER DETAILS OF WINTER SEASON ACTIVITIES.

OPENING EVENT DECIDED ON.

Last week we referred to the programme that was in course of preparation in connection with the winter season of the European Y.M.C.A., Kowloon. This week we are in a position to give further particulars regarding the winter session.

Most of the programmes have now been drafted out by the committees in charge of the various sections of the Y.M.C.A. at Kowloon, and there is certainly a busy time and, moreover, an interesting time ahead for members, both residents and otherwise, of that very live organisation across the water. Variety has been catered for, the subjects have been carefully and thoughtfully chosen in connection with the debating and literary side; while the social side has been arranged to provide for brightness enjoyment. As pointed out last week there will be something every week at the European Y.M.C.A. to appeal to all tastes, and resident members and non-resident members need not seek far to find the means of spending a pleasant and profitable evening.

"Toast Night."

The Literary and Debating Club have again met, and it has been decided that the opening event of the season shall take the form of a "Toast Night" to be held on Thursday, October 28th. This function has been designed to give members the opportunity of expressing themselves. The dinner will commence at eight o'clock, and it is hoped that members not living in the building will attend. They are assured of a hearty welcome by the resident members.

Sports.

A general meeting took place on September 30th. Many useful suggestions were made for the consideration of the Committee. It was decided to arrange matches for golf, water polo, bowls and other branches of sport.

Committee: Chairman, Mr. T. G. Weall, E. Railton, R. Murray, R. Millar, S. H. Garrod.

It was reported that good progress had been made with the preparation of the tennis courts.

6 to 7 each evening, on Mondays and Fridays, is reserved for outdoor games and training.

The Library.

The following Committee has been appointed:—Chairman, Mr. Justice Wood, A. A. Dand, H. G. Swinburne, S. O. Gregory, A. S. D. Cousland, P. Sands.

Other Matters.

There was an increased attendance at the Quiet Hour on Sunday last. The speaker was the secretary.

An Outing is being arranged for the holiday on Monday, October 11th. Those wishing to attend are asked to notify the Secretary.

MR. R. E. LINDSELL.

ACCIDENT WHILE PLAYING BADMINTON.

Mr. R. E. Lindsell, the Senior Magistrate at the Central Magistracy, met with an unfortunate accident while playing badminton at the Peak Club on Sunday. A muscle in his leg gave way and he collapsed. He had to be assisted from the green.

At the Central Magistracy yesterday, Mr. E. W. Hamilton, of the Colonial Secretariat, and previously magistrate at Kowloon, took Mr. Lindsell's place.

It is thought that he will have recovered sufficiently to leave the house by to-morrow or Thursday.

TIFFIN PARTY.

FILIPINO CLUB'S ANNUAL.

The annual tiffin party of the Hongkong Filipino Club was held on Sunday, this year's rendezvous being the Cafe Restaurant Parisien.

The President of the Club, Mr. R. Basa, presided, and was supported by Mr. L. R. Ildefonso, Secretary, and over 40 members.

The Parisien orchestra was in attendance and rendered a suitable selection of numbers, including several Filipino national airs.

SEPTEMBER RAINFALL.

RECORD AT THE BOTANIC GARDENS.

The total rainfall during September, according to the record at the Botanic Gardens, was 17.82 inches. There were twelve days on which there was no rain and four days upon which the rainfall exceeded two inches.

September	13th	2.07 inches.
	20th	2.17 "
	29th	2.40 "
	30th	2.52 "

RUSSO-ASIATIC BANK.

GENERAL LIQUIDATORS APPOINTED.

ALL BRANCHES IN CHINA CLOSED.

[THROUGH REUTER'S AGENCY.]

PEKING, October 4th.

The Russo-Asiatic Bank announces that "general liquidators have been appointed by the Chinese Government for the liquidation of the branches of the Russo-Asiatic Bank in China.

Mr. Wang Chung Hui, Director-General and G. Padoux, associate Director-General, assumed office in Peking on October 2nd. All branches of the bank in China are now under their control and remain closed until further notice."

THE RECENT GREEK MUTINY.

LIFE IMPRISONMENT FOR TWO COLONELS.

ATHENS, October 4th.

Two colonels, leaders in the mutiny of the Republican Guard on September 9th, have been sentenced to life imprisonment.

[THROUGH REUTER'S AGENCY.]

INTER-ALLIED DEBTS.

FRENCH CHAMBER AND THE WASHINGTON AGREEMENT.

PARIS, October 3rd.

"A singularly fruitful if difficult task" for the League of Nations would be the settlement of inter-Allied debts, suggested M. Dariac, the President of the sub-committee which is considering Bills providing for the ratification of the London and Washington Agreements, in the course of a speech at Alencon.

M. Dariac declared that practically the French Parliament only had the choice between rejecting the Washington Agreement and ratifying it under reservation. For example the request for a guarantee Clause was noticeable.

M. Dariac did not refer specifically to the French debt to Britain.

MOSQUE IN LONDON.

THE OPENING CEREMONY.

LONDON, October 3rd.

The long efforts of the Ahmad Diyya, a sect of Moslems to establish a worthy centre in England, were consummated to-day by the opening of a Mosque at Southfields, in the south-west of London, in the presence of large crowds of Moslems from all over the world, members of the House of Commons and other distinguished people. The Mosque should have been opened by Emir Feisal, son of King Ibnsaud, and there was general disappointment among the faithful when it was announced that Feisal had been forbidden by his father to attend. Abdul Qadir, ex-Minister of Punjaub, performed the ceremony, and declared that it was hoped that the Mosque was merely a beginning and that a digger Mosque would be built later.

THE AEROPLANE SMASH AT TONBRIDGE.

LONDON, October 3rd.

The completeness of yesterday's aeroplane disaster at Tonbridge, was gruesomely emphasised in the course of an investigation of the debris to-day, which revealed the scantiest recognisable articles, like a rosary and a woman's skull. But the charred bodies removed yesterday, definitely established that the passengers were all British. They included a woman and two men belonging to a party of tourists, who decided to round off a delightful holiday in Spain by flying to Paris and London, instead of joining the remainder of the party on the boat train.

COAL DISPUTE.

GOVERNMENT PROPOSALS FAVOURED.

[BRITISH WIRELESS SERVICE.]

RUGBY, October 3rd.

The decision of the Executive of the Nottinghamshire Miners' Association to recommend the miners in that country to accept the Government's proposals and, also the decision of the Executive of the Derbyshire Miners' Association to recommend to its members qualified acceptance, are considered as likely to bring the coal stoppage in those countries to an end. The progressive increase in numbers of the men at work is expected to be considerably accelerated this coming week. The Northumberland miners' Council has passed a resolution favouring a compromise, saying that rather than fight on indefinitely, the Federation should make the best terms possible. The Miners' Federation of Lancashire and Cheshire has decided to take a ballot of its members on the Government's proposals and it is understood that several districts at mass meetings have indicated their acceptance.

On the other hand, the Yorkshire Miners' Council has referred the Government's proposals to the branches, with a recommendation to reject them.

No decisions are as yet reported from the South Wales and Scottish coalfields, where the drift back to work has been smaller than elsewhere and where there appears to be a tendency to hold out a little longer and await events.

ANGLO-FRENCH ENTENTE.

SIR A. CHAMBERLAIN'S CONVERSATIONS IN FRANCE AND ITALY.

RUGBY, October 3rd.

Sir Austen Chamberlain, on his way home from Italy, had an interview in Paris with M. Briand the French Foreign Minister.

Afterwards a joint *communiqué* was issued to the Press, stating that in the course of the interview, "M. Briand and Sir Austen Chamberlain emphasised and defined community of views and purposes for the solution of international problems at present at issue. Sir Austen Chamberlain, who at Geneva had been informed of the intention of his French colleague to hold conversations with the German Foreign Minister, had to leave Switzerland before the interview at Thoiry and has been resting during a fortnight's cruise in the Mediterranean. Before returning to London and resuming work at the Foreign Office, he desired to stop in Paris to meet the French Foreign Minister. The two statemen have examined the foreign situation and, in particular, the question of Franco-German relations, the direction of which has been defined by the Locarno agreement and the Thoiry conversations. The conversations took place in a favourable atmosphere which is assured by the personal relations between the two Ministers. They have been able to emphasize that their interests of peace remains closer, more cordial and more secure than ever." Sir Austen Chamberlain will be back in London, this evening.

A Total Misconception.

LONDON, October 3rd.

The suggestion that the Chaberlain-Mussolini meeting at Leghorn last week was somehow arranged to counterbalance the Briand-Stresemann interview at Thoiry, was ridiculed by Sir Austen Chamberlain when interviewed by Reuter on his return from holiday.

He said that such an idea shows a total misconception of their relations. He saw in a meeting another step in the reconstruction of Europe and a natural and most satisfactory consequence to the Treaty of Locarno and Germany's entry into the League. Later, when he (Sir Austen Chamberlain) was traversing Paris, he had another friendly conversation, namely with M. Briand, to whom he was able to give an account of the Leghorn meeting. Simultaneously, M. Briand gave him an account of what happened at Thoiry. Both interviews were full, frank and friendly meetings. He was similarly on friendly terms with Dr. Stresemann. Hence the meetings would serve the cause of peace but the people must not "expect the whole world to change because we have had a conversation."

BRITAIN'S SUMMER TIME.

RUGBY, October 4th.

Summer time ended at three o'clock on Sunday morning, when all clocks were put back one hour to Greenwich mean time.

JAPAN'S BANK RATE.

BUOYANT EFFECT ON TOKYO EXCHANGE.

[THROUGH REUTER'S AGENCY.]

TOKYO, October 4th.

As the result of the bank rate reduction Tokyo Stock Exchange shares rose ten yen this morning. Other shares and also Government bonds likewise went up considerably.

MOTOR ACCIDENTS.

EUROPEAN SERIOUSLY INJURED.

Several motor mishaps occurred during the week-end. Mr. C. H. de Veer, a sub-accountant of the Netherlands Trading Society, was motor-cycling from Stanley to Shaukiwan when, failing to take a dangerous bend, charged into the embankment. He was thrown off and received serious injuries to his left leg. Dr. J. K. Millward happened to be passing and treated Mr. de Veer and conveyed him to hospital.

A Lorry's Crash.

On Saturday a transport motor lorry left Taipo Market with passengers and merchandise for Fanling. Almost immediately after the start, the lorry crashed through the iron railings on the roadside and dived into the shallow river below, not far from the railway. Several of the passengers receiving cuts, none serious.

They were all picked out but the driver of the lorry absconded, for fear of the consequences.

Woman Knocked Down.

On Sunday afternoon a motor-car knocked down a Chinese woman near the Saiyingpun School. She received slight injuries to her head, but refused medical attention.

A PITTANCE.

EARTH TROLLEY DRIVER'S CLAIM.

70 cents a day was the salary of the driver of an earth trolley who was plaintiff in a Summary Court action yesterday, claiming $22 as balance due on three months' salary from his employer.

Plaintiff alleged that he became ill and was unable to work. His employer pressed him to return to work and on his being unable to comply plaintiff was dismissed.

The employer's version was that the plaintiff had already overdrawn his salary to the extent of $17 but after hearing evidence, Mr. Justice Wood found for plaintiff.

MAN'S STRUGGLE FOR AN IDEAL.

ETHICS AND POLITICAL THEORY.

Mr. James Hargreaves (prospective Parliamentary candidate for Deptford), addressing the weekly meeting of the 1912 Club on "Political Theories," said that a brief survey of history would show that man fought and struggled for an ideal. The past, he said, was a record of struggle and taught us to expect beyond each hill another. Might we not be marching in a circle? Had man's desire for ordered progress removed his natural resentment when regulation touched his personal liberty? Liberty was derived only from the execution of duties. Man had only one right—namely, to be free from obstacles that prevented the fulfilment of duties.

Present day Constitutions, he said, were merely safeguards of the spirit of loyalty, an attempt by prevention to make cure unnecessary. Our own Constitution had been the model of many; we strove to preserve in it the spirit of loyalty, but there was grave danger that we were being drawn through the period of transition towards internationalism on the one side and sectionalism on the other. Our State was in a fluid condition at the moment, and these two dangers were fraught with possibilities of disaster. We had duties to perform towards other nations, we had duties towards groups, industrial as well as social, but we must cling tenaciously to the guiding principle of ordered government, of loyalty to the State. Many times before history had witnessed nations, and even civilizations, perish for want of that fundamental conception. Would our industrial groups assimilate that spirit or should we as a nation disintegrate?

THE YANGTSZE.

NEWS OF THE WAR IN SHANGHAI.

MARSHAL SUN CHUAN FANG REPORTED TO BE IN NANCHANG.

According to a private wire received in Shanghai on September 29th, from Nanking, Marshal Sun Chuan Fang, having recaptured Nanchang and inflicted heavy losses on the Southerners, has moved his headquarters to the provincial capital of Kiangsi. The same wire reported that General Lu Ching Shan, Commisioner of Defence at Ichang, had secretly been moving his troops down the Yangtsze River and on Tuesday afternoon captured Yochow, the Hunan gateway to the Yangtsze. General Lu, who is a staunch supporter of Marshal Wu Pei Fu, was officially reported by a Canton *communique* a couple of days ago to have thrown in his lot with the Reds. Should the news of his captured of Yochow, however, be true, the Southerners will be cut off in the event of a retreat and they certainly will not be able to receive any supplies or reinforcements.

In reply to a telegram from the Chinese General Chamber of Commerce, Marshal Sun Chuan Fang says that he is quite prepared to permit the civilians of Wuchang to leave the city. He has, the reply states, received word from Generals Chen Chia Mo and Liu Yoh Chun, Tupan of Hupeh and Commissioner of Defence at Wuchang, respectively, to the effect that they do not wish to keep up unnecessary warfare if it can be avoided. Marshal Sun says that his heart pains when he thinks of the innocent and unfortunate inhabitants of Wuchang and will do his best to rescue them. But, he says, it is necessary that the Chinese General Chamber of Commerce in Shanghai should take this matter up with Canton and see if they can persuade General Chiang Kai Shek to agree. If Chiang agrees, he has no objection whatever.

An Appeal to Canton.

Upon receiving this telegram, the Chamber at once telegraphed to Canton mentioning Marshal Sun's suggestions and appealing to the Cantonese authorities to have pity upon the sufferers. No reply has so far been received.

In connection with the Chamber's telegram urging the different military leaders to keep the peace, Marshal Sun says that it has always been his policy to maintain a pacific attitude. He has no desire to prolong civil warfare. He desires an early settlement of the war situation and hopes that, in the near future, peace will reign and the people will benefit.

In the same connection, Marshal Wu Pei Fu says that it is his definite intention to rid China of undesirables and he will continue his plans for internal strife until the enemy is finally suppressed. He will not be satisfied until he has attained this object. He disagrees with the Chamber that there should be an early peace and says that a patched peace is worse than no peace at all.

With reference to the Chamber's telegram suggesting armed action if the Belgian Government declines to recognize the expiration of the Sino-Belgian Agreement and to enter into a new agreement on an equitable basis, both Marshal Wu and Marshal Sun say that they have telegraphed to Peking instructing the Waichiaopu to take the matter up strongly. They agree with the Chamber's views in this respect. Marshal Sun goes a step further by saying that it is necessary for the Chinese military leaders to unite when dealing with foreigners.

THE POSITION AT WUCHANG.

HANKOW, September 23th.

Yesterday another launch-load of peace delegates, who were on their way to Wuchang, were fired on and forced to return.

There is no word from the inside of Wuchang that the blockade is being rigidly carried out, but Chinese rumours state that hundreds of the populace there have already died of starvation.

Yesterday an extra tax of 20 per cent. was levied on the electric light and water consumers at Hankow and Hanyang, while to-day a similar tax was announced on telegram tariffs. In addition, the Chambers of Commerce are being mulcted for further constributions, which are forthcoming in very small doses.

There has been no further fighting in Honan.

Reports from Chikunshan state that the Southerners have looted foreign bungalows there after driving out the Northerners.

Mr. Rodney Gilbert, writing from Hankow on September 25th says: The attacking force around Wuchang has been gradually withdrawing until it now numbers no more than 2,000 men, not enough to make an assault, just enough to make an assault, just enough to keep the besieged amused. The nightly attack now is there nothing but a display of fireworks. A line of small field pieces, thinly spread out so that they will represent a long line of assault, opens upon the city about one o'clock every morning and the machine-guns on the east wall fire at the flashes, while riflemen pot at shadows. The din is unholy but the damage done is probably trifling.

A large part of Lou Tso Lung's men were lately embarked at Seven Mile Creek and sent down river to points unknown. Those withdrawn from the railway quarters north of Wuchang a week ago, from the attacking force east of the city and from hills southeast of the city, are known to have been sent to reinforce the force facing Sun Chuan Fang's army that is advancing overland from Wusueh in the general direction of Yochow. The Southerners admit that this force has already reached a point south of Tayeh

(*Continued on next Column.*)

PEKING'S POLITICS.

THE RECENT CHANGES.

[THROUGH REUTER'S AGENCY.]

PEKING, October 4th.

Dr. Wellington Koo has not yet assumed office as Acting Premier nor has the vacant Finance Portfolio been filled. The tendency of political circles to associate Koo's promotion with the Russo-Asiatic Bank situation is being suggested. Chang Tso Lin, in view of his interest in the question, through the bank's connection with the Chinese Eastern Railway, wants Koo at the helm, while the matter is being handled.

Lake, so they are probably much further along.

THE CASUALTIES AT WANHSIEN.

The following letter appears in the *N.-C. Daily News*:

SIR,—While the Wanhsien affair is still fresh in the public mind it would seem opportune to make an appeal on behalf of the dependents of those who fell in the service of their fellow countrymen in China.

Inquiries have been made through the British Admiral from which it appears that in addition to the officers killed there are three A.B.'s and one Leading Seaman, who have each left behind them a wife or mother either wholly or partly dependent upon them: these are not good times to ask for public generosity, but it is felt that many will be willing to give some help to the bereaved in such an affair as this.

Any funds received will be handed over to the Royal Naval Benevolent Trust who will gladly see that these are used for the special assistance of the more needy dependents of those who fell at Wanhsien. The Admiralty grant is, of necessity, small and it will readily be understood that any addition to this will be more than welcome to those who have lost their bread-winners in defence of British rights on the Yangtsze.—I am, etc.,

E. S. WILKINSON.

Shanghai, September 29th, 1926.

U.S. MISSIONARIES.

THREE CAPTURED BY BANDITS.

[THROUGH REUTER'S AGENCY.]

PEKING, October 4th.

A delayed despatch from Changsha, dated September 29th, which has just reached the American Legation, reports the capture of three American missionaries by bandits at Maliwan in West Hunan, namely, Cal. Beck and Minerva Weil, both of the Reformed Church, and Lewis Koebbe, of the Evangelist Church. The State Department has been informed, and steps are being taken to secure a release.

WRANGEL ISLAND.

HIGH-HANDED SOVIET EXPEDITION.

ALLEGED TAMPERING WITH BRITISH AND AMERICAN.

[THROUGH REUTER'S AGENCY.]

TOKYO, October 4th.

Hakodate messages state that a Soviet steamer arrived recently from Wrangel Island where she landed fifty emigrants, whilst three aviators surveyed the island from the air.

It is alleged that the expeditioners removed the British and American flags, which had been planted there, substituting their own.

[REUTER'S AMERICAN SERVICE.]

BASEBALL.

THE CARDINALS DEFEAT THE YANKEES.

NEW YORK, October 4th.

St. Louis Cardinals won the second World Championship match over the New York Yankees by 6 to 2. Over 60,000 spectators were present.

Daily Press Cricket Competition.

Selecting the Hongkong Interport Team.

Series B Coupons.

THE DAILY PRESS CRICKET COMPETITION HAS NOW ENTERED UPON ITS SECOND STAGE.

UNTIL OCTOBER 6th A SERIES B COUPON WILL BE PUBLISHED IN EACH ISSUE OF THE PAPER.

TWENTY MORE CHANCES ARE GIVEN IN THIS SERIES OF SELECTING THE CORRECT TEAM. FOR EACH CORRECT NAME GIVEN ONE AND A HALF POINTS WILL BE REGISTERED.

ALL LISTS IN SERIES B MUST REACH THE "DAILY PRESS" OFFICE BY OCTOBER 7th.

PROSPECTS OF WINNING.

THE MAXIMUM POINTS WHICH CAN BE SCORED IN THIS COMPETITION IS 990. EXPERTS CONSIDER THAT THE FIRST PRIZE WILL BE WON BY A TOTAL OF NOT MORE THAN 950.

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IT IS, THEREFORE, NOT TOO LATE TO JOIN IN THE COMPETITION IN THE SECOND ROUND.

ONE LIST, ACCOMPANIED BY TWENTY COUPONS, WILL BE JUDGED AS TWENTY LISTS AND WILL BE MARKED ACCORDINGLY.

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Second Prize - - - - -	**50**
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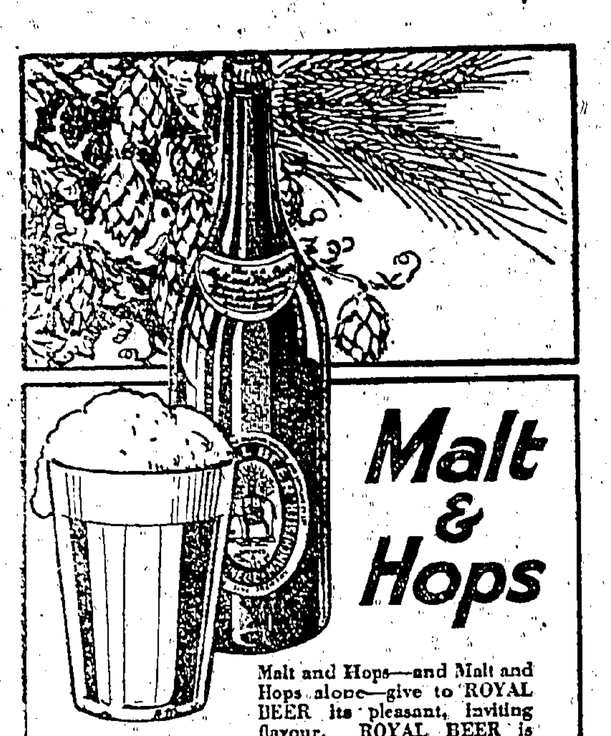
HONGKONG DAILY PRESS

Cricket Competition

Series B. ***October 5th, 1926.***



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BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, July to December 1925.

With INDEX. Price—$7.50.
On sale at the *Hongkong Daily Press* Office

A FURTHER STORY OF WANHSIEN.

DETAILS OF HOW THE "WANLIU" WAS BOARDED IN THE FIRST INSTANCE.

THE SUBSEQUENT EVENTS.

RESCUE OF "WANHSIEN" AND "WANTUNG" OFFICERS.

Captain Lalor, who commands the C.N.S. *Wanliu*, has just arrived in Shanghai. It may be remembered that Yang Sen in the first place sent soldiers to board the *Wanliu*, and because of the events which occurred when this outrage was perpetrated, the subsequent episodes took place.

In an interview Captain Lalor said that on August 29th his steamer, the *Wanliu*, was berthed at Tungyang, taking on passengers, when a sampan full of Chinese civilians among whom were several soldiers came alongside, the passengers boarded the ship. It was not until the soldiers had reached the decks that Captain Lalor found that they were by no means unarmed but had merely concealed their equipment. It was too late then to do anything but when he noticed another sampan full of soldiers making for the *Wanliu* he gave orders for the ship to move slowly out into the stream. Fire was immediately opened from both sides of the river, and another boat trying to reach the vessel ran foul of the first sampans and started to sink. General Yang has declared that these were two junks containing 56 armed soldiers who were all drowned, and as we know he laid all the blame on the *Wanliu* and demanded compensation. Captain Lalor says, however, that as far as he could see the sampan did not contain anything like 56 people, and those that were in it were civilians, although he did see one soldier leap into another boat when his own began to sink.

Further none, except perhaps a few who were wearing heavy money belts, were drowned. For one thing the sampan was very near the shore and for another there were plenty of boats near to pick up those in the water.

Attempt to Seize the "Wanliu."

The 16 soldiers who were already on board made an attempt to seize the ship, but the officers managed to hold them off and the steamer continued on her way to Wanhsien. Here more soldiers came on board, but with the aid of the *Cockchafer*, the ship was cleared and went on to Changchow and Chunking, and although a telegram had apparently been sent to Changchow with an order that the ship should be held, it had not arrived by the time the steamer reached the port, and she sailed almost immediately to Chungking where she remained and still is.

At Chungking Captain Lalor found all fairly quiet despite the fact that there were many agitators trying to stir up trouble. On September 18th a big demonstration was staged by the students and agitators, but news of this was received and everyone who had gone up to the hills for the summer returned to the port. Then on Friday night, the day before the demonstration, it was learned that the agitators had won over to their side the local defence force, who declared that they were going to loot all British property in the place. Hearing this many of the men sent their wives and children down to Hankow, and in some cases the husbands accompanied them. They proceeded down river by one of Messrs. Jardine's steamers part of the way, and then on by a Standard Oil Co. boat. Captain Lalor remembers that one of the ladies leaving the ship took with her three dogs, a pet badger and some shrubs in pots, all on a steamer which provided only two cabins, and was carrying over 60 passengers at the time.

"Marching Through Georgia."

When Saturday came the demonstration in Chunking took place as had been promised, but no houses along the water front were broken into although some in the second range were looted. For the most part the demonstrators and the local defence corps, which is nothing more than a volunteer corps armed as best as it can manage, and originally banded to defend the home villages against the soldiers, contented themselves with marching about the streets waving flags and shouting and holding meetings. One energetic group paraded for a long time on the Tchingai, which separates the second range of houses from the first, accompanied by a brass band playing the "Marching Through Georgia."

Later news than this Captain Lalor has not heard for he left almost immediately himself as he had previously broken two ribs, and the Commander of the American gunboat in harbour, the U.S.A. *Monocacy*, advised him to return at least to Hankow. It was deemed unwise to bring the *Wanliu* away as General Yang was said to be still waiting for her return at Wanhsien, so Captain Lalor left her there and came on down to Shanghai alone.

The "Wantung" Captain's Escape.

Captain Lalor also had a few interesting notes to add to the reports of the bombardment and rescue of the foreign crews of the steamers *Wanhsien* and *Wantung* at Wanhsien which he had received.

Almost immediately after the *Wanliu* had left the port of *Wanhsien* the s.s. *Wantung* going down river and the s.s. *Wanhsien* going up sailed into Wanhsien and General Yang seized both the ships. On the *Wanhsien* the officers who were being kept prisoner were not too badly treated, and the officer in command of the soldiers seems to have been a fairly decent man, for he warned the Captain and the two other officers to keep up on the bridge, which is almost entirely cut off from the rest of the ship and he would see that his soldiers did not interfere with them, which promise he carried out faithfully.

On the *Wanhsien*, however, the three foreigners were shut into the saloon and an armed guard followed them about wherever they went, soldiers being with them every minute of the night and day. When the *Kiawo* came along, however, and fired, the guards promptly ran away and the prisoners made their way on deck. After a few minutes the guard plucked up courage and returned but the *Widgeon* fired a few shots and they disappeared again. Next time they returned round the lee side and the prisoners attacked them with deck chairs and anything they could lay hands to, driving them off again. This time, however, the guard did not return but climbed into the saloon *vid* the pantry window and, out of reach of the prisoners' deck chairs, they started to snipe at them. Being utterly defenceless now the only thing to do was to take to the water which the three men did, sliding down the flag halyard. The chief officer and the chief engineer both went into the water, and the former was successful in reaching the French gunboat *Doudart de Lagree*, but the engineer could not make the distance "probably having been wounded while in the river.

The Imprisoned Officers.

The captain of the *Wantung* knew he could not swim as far as the gunboats and so instead he climbed on the rubbing strake, the six-inch ledge which runs rounds the ship near the water's edge to protect her when nearing a mooring, and stood there with his arms outstretched to balance himself, while the soldiers on board potted at him through the cargo doors. The *Kaiwo*, however, nosed alongside and he was able to leap aboard her although as he did so a shot went through his neck, which miraculously did not kill him, and he is making a good recovery.

WORLD'S RECORD.

DEVON GIRL'S SUCCESS AT EXMOUTH.

Miss Edith Mayne, the pretty shingled member of Torquay Leander Swimming Club, succeeded in breaking the English record for the 880 yards and the 1,000 yards and the world's record for the 1,000 yards at the Exmouth Docks at the end of August. Miss Mayne only failed to secure the world's record of the 880 yards by 11 seconds.

Miss Mayne's times were: For the 880 yards, 13min. 1.1-5sec., which is 56sec. less than the time achieved by Miss Hilda James at the Cunard Swimming Club, Hartlepool, in 1924; and for the 1,000 yards, 14min. 47sec., which is 1min. 10.3-5sec. less than Miss James's time for the English record, and 11.2-5sec. less than the record put up by Miss H. Wainwright, United States, at Manhattan Beach, in 1922.

Used Six-Beat Crawl.

Miss Mayne, who is only 20 years of age, swam beautifully throughout, using the six-beat crawl over an ideal course, 55 yards long, in the Exmouth Docks. She received a great ovation from large crowds of spectators when the result was made known.

SMOCKS IN PLACE OF JUMPERS.

NEW CHARM IN OLD FASHIONS.

The most up-to-date City of London girl is wearing a smock instead of a common or garden jumper. In doing so, she not only proves how attractive this old garment of the countryside can be, but also shows her acquaintance with the fashions of to-morrow.

For smocks are coming into fashion. Not only is the old-fashioned smocking stitch, in all its manifold phases, the newest decorative craze for trimming afternoon frocks and jumpers, but the smock itself is replacing the jumper in many instances.

There is no difference between the smocks worn by Miss 1926 in town and those still worn by many rural workers, except in the materials from which they are made.

Crêpe de Chine and other soft-hanging silk stuffs are used for the new jumpers, and most of them are in wonderful, soft, rich colourings.

A freak of the new fashion is to have the actual smocking of the smock in a different colour from the material—scarlet on navy, black on white, orange on brown. Most of the new smocks are provided with huge patch pockets, big enough for the City girl to carry her note book and her lip stick.

HAIR AND THE POETS.

[By ARTHUR PONSONBY, M.P.]

I do not want to dogmatise about fashion. But it is interesting to watch it because in these days it changes fairly rapidly. The clean-shaven period for the majority of men seems more or less permanent. We have been quite unaffected by the fact that we have had two successive bearded monarchs. When Charles II., owing to a disease of the scalp, took to a periwig, every-one followed suit. But neither men nor women now take their fashions from the Court.

The safety razor encourages us to continue the clean shave. The walrus moustache has gone, and even the tooth brush is vanishing. But after all, man's hirsute adornments are not nearly so interesting as women's.

Women have been more than usually busy with their hair. The other day I saw a girl fashionably dressed, but without a hat and with her hair streaming down her back to below her waist. I asked a young lady of my acquaintance what she thought about this. She at once replied that the girl must be mad. I expect most people would agree with her. That is to say that to display your hair uncut in these days is a sign of insanity.

The bob came first, and in one blow all those who had beautiful long hair were levelled up, or rather down, to those whose hair was scanty. The shingle followed, so that the outline of the back of the head might be shown off.

The Bob and After.

A hairdresser told me that he considered the shingle had come to stay; it was so convenient; once accustomed to it women would never go back to plaits and hairpins. He was a utilitarian, but not a psychologist. Fashion, as a matter of fact, depends very little on comfort and convenience. However, he may be right. The Eton crop, which I believe is growing in favour, goes still further in the way of getting rid of hair. I have heard of the possibility of an introduction of the *tête rase* of the French schoolboy—that is to say, very close crop all over to avoid the trouble of parting, waving, and combing. After this the only thing left will be to cultivate *neurtoalopecia*, a disease which leads rapidly to baldness.

If, indeed, the shingle for women and its more extreme varieties has come to stay, there is one thing we have overlooked; and that is, that our modern poets will be permanently deprived of a favourite theme. Many lines of our classic poetry will soon be regarded as rather ridiculous. It will not be possible to say with Shakespeare "She hath more hair than wit" unless you are referring to a lunatic. At any rate the fashion of shingling does not date back to the Garden of Eden, for Milton tells us that Eve

> Silently a gentle tear let fall
> From either eye, and wip'd them with her hair.

Burns, had he lived to-day, could not have written:

> Her hair is like the curling mist
> That shades the mountain side at e'en.

Nor could Shelley have said:

> Her fair hair swept the bosom of the stream.

Pope's dictum is no longer true that:

> Fair tresses man's imperial race ensnare.

Not that I believe that "man's imperial race" is much ensnared by the Eton crop.

Richard Lovelace's line, "When I lie tangled in her hair" will only produce a derisive laugh in the modern young lady, and another poem by the same author must simply be cut out of the poetry books.

To Amarantha that she would dishevel her hair.

> Amarantha, sweet and fair,
> Ah, braid no more that shining hair.

Prior was describing an impossibility when he wrote:

> Her hair
> In ringlets rather dark than fair,
> Does down her ivory bosom roll,
> And hiding half adorns the whole.

and it may be noted here that modern poets must avoid mention of "the ivory bosom" just as much as of the hair. There is just as little of the one as of the other.

I expect the French girl to-day gives a contemptuous smile at Alfred de Musset's

> Sa chevelure qui l'inonde
> Plus longue qu'un manteau de roi.

La Belle Dame Sans Merci's "hair was long" and the earrings of Tennyson's *"Miller's Daughter"* were "hid in ringlets day and night." I cannot believe that any of these damsels, had they been shingled, would have inspired the poets. Perhaps the crowning case of all is Lady Godiva. What on earth would have happened if she had had the Eton crop?

Heroines in prose whose hair is described as a feature of beauty are innumerable. Some of us may be rather reluctant to dispense with descriptions of such adornments. But Tess with her "coiled up cable of hair" and her sister heroines are for the time being out of date.

My eye caught this passage in a book recently: "There is probably an altitude beyond which shingles are a mistake." I thought the author was objecting to shingling for tall girls, but it turned out he was referring to church spires.

Ringlets and Plaits.

On the whole, however, I disagree with the hairdresser I have mentioned, because I do not believe in the long duration of any fashion. Indeed, rumours

(*Continued on next Column.*)

from Paris of ringlets and plaits coming into the market for sale strengthen me in my view. The directors of fashion will see to it that change follows change. There is no such thing as permanence. It must either be *tête rase* or more hair again. I believe in the latter.

But I do not think the pendulum will swing right back to eighteenth century fashions, when women's powdered hair was over a foot high above their heads, and was stuffed with fruit, vegetables, artificial birds, branches of trees, and *even with pots filled with water to hold* fresh flowers. In those days the pendulum swung pretty often and rather violently. Marie Antoinette, whose hairdresser boasted that he had decked her hair with some 18 yards of ribbon, cut all her hair off after the Dauphin was born, and the ladies of Paris followed her example, and went about *coiffées à l'enfant*. Not long after, in the days of the Revolution, when the guillotine was busy, it was fashionable to shave the nape of the neck, *"à la victime."* The shingle, therefore, is not original.

The factors which influence fashion are indeed difficult to trace, but whether they be commercial, political, æsthetic, or utilitarian, they are always moving. So I regard it as pretty certain that poets are only deprived of their theme for a time. The "woman's glory" will return.

SCHOOL FOR REDS.

WHERE ASIATIC AGITATORS ARE TRAINED.

[By a Moslem Investigator.]

As the Chief Mullah of Samarkand and I sat talking under the mulberry trees we noticed a grey beard of the town making frantic signs to follow him as he rode fast and furiously towards the railway station.

What could it mean? Then we noticed about a hundred men, of all the nationalities of Central Asia, emerging from one of the lanes, followed by one of those unholy police-guards which the Bolsheviks had posted.

"Where are they going?" I asked.

For a moment the placid-minded doctor of theology could not answer me. He was endeavouring to recollect something. Then he remembered that that day was a Thursday, when the Soviet propaganda train passed that way every week.

The thought made him irritable; he put his turban on his shaven head, adjusted the fastenings of his voluminous coat, and beckoned me to follow him.

"If the law of this young Soviet Republic in Bokhara is not followed," he said, "a Bolshevist bullet might make martyrs of us. Come to the station and hear what that young Tashkent propagandist has to say."

* * *

When we arrived at the station the lecturer was already shouting from the platform of the propaganda train.

"The new order of government is not new, it is as old as Islam itself," I heard him proclaim. "It is the Word of the Prophet retold. Equality and brotherhood it preaches. These were denied to you by your ruler whom we deposed and allowed to flee to Afghanistan. We have purged this sacred land of the Khalifes of all men in the English pay, for we knew that England feeds upon Asia. John Bull fattens on sweated labour."

Here I wondered what Central Asia had to do with Britain and its profiteering. Even from the beginning of the Czarist régime no Englishman had dreamed of extending the Indian Empire beyond the Hindu Kush. But then I recollected that the lecturer was coached to attack capitalism and (as a standard bearer of that system) Great Britain.

I could see the Kirghiz of the Steppes, the wild men of the Central Asian desert, rub their eyes, scratch themselves, and feel uneasy. Had their forefathers not lived and died under the rule of their Amirs and felt happy? And yet this young man, though of their own flesh and blood, was telling them that their grandsires were wrong.

The lecturer having finished, leaflets styled "first lessons" were distributed, the guard whistled, and the train moved and was gone, leaving the dumbfounded sons of Asia staring after it, brooding over wrongs of whose existence they had never known. They were wondering how they were to create an organisation of peasants and workers to bring about revolution and the foundation of Soviet republics in all the countries of Asia. The lecturer had told them it was not difficult.

Absorbed in these thoughts, each picked his way on camel or Steppe pony to tell his compatriots of what he had heard.

* * *

Moscow has thoughtfully provided for the needs of such as these. What with the Commissariat of Nationalities, the Association of Oriental Studies, and the Moscow Department of Eastern Propaganda, no effort is spared to convert the races of Asia to Bolshevism. At a recent Bolshevist Congress at Samarkand no fewer than 1,500 delegates, representing Afghanistan, Persia, Turkey, even Delhi and Madras, attended the meetings, and the special school of propaganda founded in Samarkand in 1920 in six months trained no fewer than 930 Indians, 410 Tajiks, 1,270 Sarts, and about 300 Mongolians.

This school opened its branches in Turkestan, China, and at Delhi and Benares in the north of India. It is reported that it has already 91,000 members who have paid their subscriptions and that £120,000 has been collected. Such progress as this flatters the Bolsheviks' dreams and already they are saying in Central Asia, "The hour will soon strike when, instead of hundreds of thousands, we will have millions of fighters and inexhaustible resources."

Whether these hopes are ever realised in India and the East generally depends entirely on how much attention Britain devotes to this Red menace that hangs over the world.—*Daily Mail.*

CONSIGNEE NOTICES.

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

The Steamship "BENLOMOND."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 4th October, 1926. [4024

PRINCE LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Motor Vessel

"MALAYAN PRINCE"

having arrived from the above Port on 4th instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Saturday, 9th instant, at 10 a.m.

All Claims must be presented within fifteen days of the vessel's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant, will be subject to Rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

FURNESS (FAR EAST), LTD., 2nd Floor, King's Building, Connaught Road, Hongkong. Telephone No. 3165.

Hongkong, 4th October, 1926. [4022

NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "KHYBER."

ARRIVED HONGKONG ON 30TH SEPTEMBER, 1926.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORTSAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed, AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless Instructions have been given to the contrary Six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M., on Mondays, and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Undersigned on or before 20th October, 1926, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 1st October, 1926. [4015

NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "ALIPORE."

ARRIVED HONGKONG ON 30TH SEPTEMBER, 1926.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

This vessel brings on Cargo from Persian Gulf ex E.I.S.N. and B. & P.S.N. Co.'s Steamers.

Optional Goods will be landed here unless Instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors Messrs. GODDARD & DOUGLAS at 10 a.m. on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Undersigned on or before 20th October, 1926, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & Co., Agents.

Hongkong, 1st October, 1926. [4016

RASH BROKE OUT ON CHILD'S FACE

Formed Terrible Eruptions. Skin Inflamed. Cuticura Healed.

"My little girl's face broke out with a rash which later formed terrible, wet, sore eruptions. She could not sleep day or night on account of the irritation. Water came from the eruptions causing the trouble to spread, and her skin was very much inflamed.

"I sent for a free sample of Cuticura Soap and Ointment and purchased more, and after using one box of Cuticura Ointment and one cake of Cuticura Soap she was completely healed." (Signed) Mrs. J. Richardson, 17, Dorney St., Gateshead, Eng.

Use Cuticura Soap and Ointment regularly to maintain permanent skin and hair health.

Soap and Ointment sold throughout the world. For sample each free address: F. Newbery & Sons, Ltd., 24, Banner St, London, E. C. 1. Also for mail orders with price.

Try the Cuticura Shaving Stick.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Company's Steamer "TROILUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 22nd October.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and NOON within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 8th October, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd October, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd October, 1926. [4018

S.S. "ANGKOR."

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLES, &c., in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless Intimation is received from the Consignees before 6 A.M., To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Tuesday, the 5th October, 1926, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before Friday, the 8th October, 1926, or they will not be recognized.

All damaged Packages will be examined on Tuesday, the 5th October, 1926, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

J. LIMAGE, Agent.

Hongkong, 29th September, 1926. [4007

S.S. "MIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from DUNKIRK, ANTWERP, MANCHESTER, LONDON, &c., in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless Intimation is received from the Consignees before 6 A.M. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Tuesday, the 5th October, 1926, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before Friday, the 8th October, 1926, or they will not be recognized.

All damaged Packages will be examined on Tuesday, the 5th October, 1926, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

J. LIMAGE, Agent.

Hongkong, 29th September, 1926. [4008

OVER HALF A CENTURY REPUTATION!

DR. LE CLERC'S PILLS FOR THE LIVER & KIDNEYS

INVALUABLE for DISEASES of these IMPORTANT ORGANS, GRAVEL, RHEUMATIC GOUT, RHEUMATISM.

Price 2s. leading Chemists, or Post Free.

Dr. LE CLERC'S VEG. APERIENT PILLS. Price 2s.

Dr. LE CLERC'S PILLS FOR ANÆMIA. Price 2s.

Dr. LE CLERC, 11, Cecil Street, Strand, London, W.C.2.

KEEP AND REGULATE YOUR LIVER AND KIDNEYS.

BUY LE CLERC'S SOAP IN TABLET FORM

HONGKONG SHIPPING.

BIG DECREASE IN FREIGHT.

SMALLER RETURNS.

The shipping statement for yesterday morning, although showing only three fewer arrivals than for the same period of the previous day, recorded big decreases in freight. The returns made by incoming vessels were very poor, and as regarded Hongkong cargo, where the decrease amounted to 11,000 tons, compared with the previous day's figures, two British vessels brought practically all of it. With regard to freight for ports beyond Hongkong, there was a decrease recorded was 26,000 tons, there were only two returns of note. Later arrivals yesterday gave an indication of better returns for this morning's statement, but nothing particularly good in the way of figures.

TONNAGE AND NATIONALITIES.

The tonnage figures were as under:—

Total:—13,898 tons. British vessels: 4,959 tons; other vessels: 8,939 tons.

At 9 a.m. yesterday there were 54 vessels in the harbour, of which 19 were British. During the previous twenty-four hours nine vessels arrived, *viz.*, two British, two French, two Japanese and three Chinese. The departures during the same period came to four, *viz.*, one Chinese for Sha U Chung, one American for San Francisco, one Dutch for Manila, and one Japanese for Swatow. There was also one clearance, a Portuguese vessel for Macao.

CARGO ENTERED.

(For the 24 hours ended at 9 a.m. yesterday).

For Hongkong ..... 2,325 tons.
For ports beyond ..... 5,527 "

Total ..... 7,852 "

(For the previous 24 hours ended at 9 a.m. on Sunday).

For Hongkong .....13,358 tons.
For ports beyond .....31,779 "

Total .....45,137 "

Of the cargo for Hongkong, the two British vessels brought 1,471 tons between them, of which one steamer brought 1,211 tons. The remaining 854 tons was brought by five vessels of other nationalities. Of the freight for ports beyond, one vessel carried 3,362 tons and another 1,330 tons.

THE ARRIVALS.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday were as under:—

Arafura (British) from Sydney and Manila with 366 tons of hemp, 635 tons of firewood, 210 tons of general cargo, mail and 510 tons of hemp, wool and cutch for Japan;

Kiangsu (British) from Singapore and Hoihow with 260 tons of firewood and mail;

Hanoi (French) from Haiphong and Fort Bayard with 300 tons of general cargo, mail and 25 tons for ports beyond.

Jade (French) from Tourane with 87 tons of general cargo and mail;

Toba Maru (Japanese) from Yokohama and Manila with 18 tons of hemp, and 1,330 tons of hemp, coconuts and general cargo for ports beyond;

Indus Maru (Japanese) from Nagoya and Moji with 28 tons of sulphuric acid and general cargo, mail and 3,362 tons of miscellaneous cargo for ports beyond;

Chung Hing (Chinese) from Kwang Chow Wan with 180 tons of general cargo and mail;

Tai Sze Ma (Chinese) returned white on way to Kwang Chow Wan with 300 tons of caro she was taking there;

Sui Yik (Chinese) from Sha U Chung with four piculs of fruit and general cargo.

LATER ARRIVALS.

Later arrivals, too late for inclusion in the above returns, were as under:—

Sunning (British) from Shanghai and Amoy with 1,110 tons of general cargo and mail;

Malayan Prince (British) from New York and Keelung with 35 tons of general cargo and 1,500 tons for ports beyond;

Benlomond (British) from London and Singapore with 600 tons of general cargo and 1,000 tons for ports beyond;

West Cadron (American) from Port Oregon and Shanghai with 400 tons of general cargo and 1,000 tons for ports beyond;

Sun Kong (Chinese) from Kwang Chow Wan with 300 tons of general cargo and mail;

Hawaii Maru No. 1 (Japanese) from Yokohama and Nagasaki with 336 tons of miscellaneous cargo, mail and 629 tons of miscellaneous cargo cargo for ports beyond;

Tjisondari (Dutch) from Shanghai with 10 tons of general cargo, mail and 1,432 tons for ports beyond;

Nam Wah (Portuguese) wrecked vessel, returned in tow from Tourane.

SHIPPING NOTES.

The Portuguese steamer *Nam Wah*, which, as previously reported, has been held up at Tourane for a considerable time, after being wrecked some months ago, arrived here yesterday, being towed into port by the Taikoo Dock salvage tug, which, as recorded last week, left Hongkong for her. The *Nam Wah* will, it is understood, go into dock here for repairs.

The master of the s.s. *Hanoi* (French) from Haiphong and Fort Bayard, has reported to the Harbour Office that much wreckage of junks and dead bodies is to be seen floating in the vicinity of Kwang Chow Wan. No survivors of the typhoon were seen during the trip.

The river steamer *Sai On* is now out of dock, following her usual overhaul, and resumed her place on the Hongkong-Macao run yesterday.

The total number of deck passengers entered for the twenty-four hours ended at 9 a.m. yesterday was 107.

The s.s. *Kweiyang*, which lost her rudder during the typhoon last week and was delayed some two and a half days in her voyage from Bangkok is to undergo a complete overhaul. It will be recalled that this is the "B. & S." vessel that brought the "Grebe Trotters" from Bangkok to Hongkong, encountering the typhoon in the neighbourhood of Rap Rock. It had previously been arranged that the ship should be overhauled next February, but, in view of the damage sustained by wind and rain during the typhoon, the matter will be put in hand at once.

The Superintendent of Customs and the Treaty Power Consuls of Tientsin have declared Antung cholera infected. All vessels arriving therefrom are to abide and be governed by the Sanitary Regulations for the ports of Tientsin and Chinwangtao. For the present, precautions will be confined to medical inspection.

The *Tai Sze Ma*, a small Chinese steamer, returned to Hongkong yesterday, after clearing for Kwang Chow Wan. Her Chinese master reports that he received a message from the s.s. *Ho Loi* stating that there was much wreckage dangerous to navigation. The vessel had on board 300 tons of cargo.

The No. 1 compradore of the s.s. *Kiangsu* died of broncho-pneumonia on Friday. The vessel arrived yesterday from Hoihow and Singapore.

Notice is given that on the 12th October, 1926, owing to the rapid change in the Eastern Entrance to the Tungchow Channel, Yangtze River, the Edge Buoy will be moved 6 cables S. 82½ deg. E. from its present position, and its colour changed from black to red, to mark the eastern side of the channel. From the new position of the buoy, Plover Point Beacon bears S. 15½ deg. W., distant 3.04 miles. All bearing given are magnetic.

Ceramics

HANDCRAFT

ancient and modern

The perfect specimens of hand-fashioned pottery preserved from the ancient dynasties of Rome and Egypt are admirable examples of this craft.

To-day the same pride of production and the same ideal of perfection lies behind the hand-making of

STATE EXPRESS VIRGINIA CIGARETTES 555

Made by hand—One at a time!

ARDATH TOBACCO CO., LTD., LONDON

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 4th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ...	29.88	29.87	29.86
Temperature ...	80	78	81
Humidity ...	74	81	77
Wind Direction...	E	E	E
,, Force ...	4	4	3
Weather	O	O	O
Rain	0.04	0.00	0.00

Highest open-air Temperature on 3rd ... 80
Lowest open-air Temperature on 4th ... 78

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONGKONG TIDE TABLE.

From October 5th to 11th, 1926.

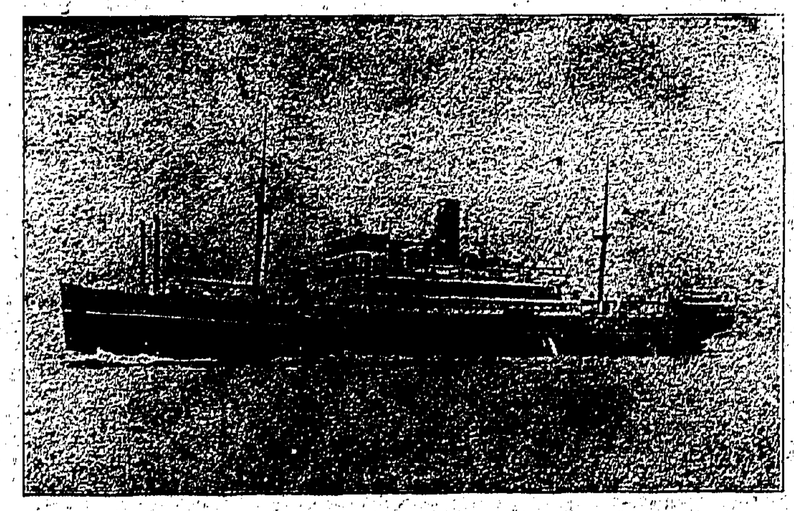
		High Water.		Low Water.	
Days of Week	Days of Month.	H'kong. Standard Time.	Height.	H'kong. Standard Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Tues.	5	m 8.26	6 7	m 2 11	3 5
		9 9 a	5 8	2 48 a	2 0
Wed.	6	m 9 1	6 7	m 2 48	3 2
		9 24 a	6 1	3 16 a	2 1
Thur.	7	m 9 34	6 7	m 3 24	2 8
		9 42 a	6 4	3 45 a	2 3
Fri.	8	m 10 6	6 5	m 3 59	2 5
		10 3 a	6 6	4 14 a	2 6
Satur.	9	m 10 41	6 2	m 4 35	2 4
		10 27 a	6 8	4 40 a	3 0
Sun.	10	m 11 20	5 8	m 5 14	2 2
		11 54 a	7 0	5 4 a	3 4
Mon.	11	0 9 a	5 3	m 5 56	2 3
		11 26 a	7 1	5 26 a	3 7

THE HONGKONG & WHAMPOA DOCK Co., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

CODES USED A1, A.B.C. Fifth Edition; Engineering First and Second Editions Western Union and Watkin's, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



S.S. 'CHANGTE.'

BUILT AND ENGINED AT KOWLOON DOCKS BY THE HONGKONG & WHAMPOA DOCK CO., LTD., TO THE ORDER OF THE AUSTRALIAN-ORIENTAL LINE, LTD., FOR AUSTRALIAN-HONGKONG SERVICE.

Please address enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.I.N.A. KOWLOON DOCK, HONGKONG.

SHIPPING NEWS.

ARRIVALS.

October 3rd.

Hanoi, French str., 830 tons, Capt. L. J. Cruchot, from Fort Bayard, with a general cargo, lying at Stonecutters.—Messageries Maritimes.

Jade, French str., 386 tons, Capt. P. Maternati, from Tourane, with general cargo and pigs, lying at buoy No. C36.—Shun Cheong S.S. Co.

Kiangsu, British str., 1,555 tons, Capt. C. S. Isbister, from Singapore and Hoihow, with a cargo and firewood, lying at buoy No. B12.—B. & S.

October 4th.

Arafura, British str., 5,597 tons, Capt. A. S. Gordon, from Australia, with a general cargo, lying at Kowloon Wharf.—Mackinnon, Mackenzie & Co.

Benlomond, British str., 3,123 tons, Capt. F. Smith, from London and Singapore. The latter port she left on September 28th, with a general cargo, lying at buoy No. B36.—Gibb, Livingston & Co.

Chung Hing, Chinese str., 249 tons, Capt. Leung Sau Kong, from Kwang Chow Wan, with a general cargo, lying at buoy No. C38.—Hong On Co.

Hawaii Maru, Japanese str., 5,360 tons, Capt. A. Kobayashi, from Nagasaki, which port she left on September 30th, with a general cargo, lying at Kowloon Wharf.—O.S.K.

Indus Maru, Japanese str., 2,701 tons, Capt. T. Shimazaki, from Nagoya and Moji. The latter port she left on September 29th, with a general cargo, lying at buoy No. A24.—O.S.K.

Malayan Prince, British motor ship, 3,874 tons, Capt. A. B. W. Sheppard, from New York and Keelung. The latter port she left on October 2nd, with a general cargo, lying at buoy No. A1.—Furness (Far East).

Sun Kong, Chinese str., 322 tons, Capt. Lai Kwong, from Kwang Chow Wan, with a general cargo, lying at buoy No. C15.—Man Yick S.S. Co.

Sunning, British str., 1,470 tons, Capt. J. Pringle, from Shanghai and Amoy. The former port she left on September 30th, with a general cargo, lying at Stonecutters.—B. & S.

Tjisondari, Dutch str., 5,619 tons, Capt. P. Weide, from Shanghai, which port she left on October 1st, with a general cargo, lying at buoy No. A3.—J.C.J.L.

Toba Maru, Japanese str., 4,283 tons, Capt. S. Oeliai, from Yokohama and Manila. The latter port she left on October 1st, with a cargo of hemp, lying at buoy No. A29.—N.Y.K.

West Cadron, American str., 3,564 tons, Capt. C. J. Swensen, from Portland, Ore., and Shanghai. The latter port she left on October 1st, with a general cargo, lying at buoy No. A26.—Columbia Pacific S.S. Co.

CLEARANCES.

October 4th.

Anking, for Amoy.
Benlomond, for Takao.
Hanoi, for Kwang Chow Wan.
Indus Maru, for Singapore.
Katori Maru, for Shanghai.
Kwangchow, for Amoy.
Malayan Prince, for Manila.
Nitto Maru, for Takao.
Swi Yik, for Sha U Chung.
Szechuen, for Amoy.
Taiyo Maru, for Shanghai.
Tai Sze Ma, for Kwang Chow Wan.
Tjikembang, for Shanghai.
Toba Maru, for Keelung.
West Fayalon, for Manila.

SHIPPING MOVEMENTS.

The s.s. *Shirala* (B.I. and Apcar Line), will leave Amoy for Hongkong on the 7th inst., and is due here on the 8th inst. at about 5p.m.

The R.M.S. *Empress of Asia* is now due here at 10 a.m., this morning, and will berth at Pier No. 5, Kowloon Wharf.

VESSELS IN DOCK.

The following vessels are in Dock:—
At Taikoo:—*Luangchow, Anomia, Tai Lee, Kwangchow, Shing Cheong* and *Hai Yen*.
At Kowloon:—*Tai Tack* and *Yuen Sang*.

PASSENGERS.

ARRIVALS.

By the s.s. *Arafura*, from Australia, on October 4th:—Mr. F. Barkas, Miss G. Kenny, Mr. G. B. Legge, Mr. F. C. Rielly, Miss J. Rielly, Mrs. B. Allan, Mrs. F. H. Stuckey, Miss M. Stuckey, Mr. K. S. Tsang, Mr. K. P. Chiang, Lt. and Mrs. F. Davis, Mr. and Mrs. C. T. Boyce, Misses L., H. and V. Boyce, Master T. Boyce, Mr. R. Matson, Mr. J. W. Huck, Lt. and Mrs. L. A. Walthall, Mr. E. Raguid, Mr. C. Aguirl, Mr. Jose Brodeth, Mr. J. Mahitani, Miss L. Araullo, Mr. M. B. Araullo, and Mr. D. Blair.

By the s.s. *Katori Maru*, from Europe *via* Ports, on October 3rd:—Mr. F. P. Ausborn, Mr. and Mrs. B. J. Lacon, Mr. N. J. Porrin, Mr. P. P. Luen, Mr. A. M. Black, Mr. F. Fitzgibbon, Mr. A. Malam, Mr. and Mrs. G. E. Fisk, Mr. and Mrs. T. C. Germain, Master G. C. Germain, Mr. C. J. Head, Mrs. S. A. Head, Miss D. E. Head, Miss G. M. Head, Mr. S. C. Larsen, Mrs. M. Larsen, Miss E. E. Larsen, Miss M. E. Tippett, Mr. R. S. Nelson, Miss H. Nelson, Miss P. Nelson, Mr. A. J. Payne, Mrs. N. Payne, Mr. and Mrs. C. W. Smith, Rev. H. G. Watts, Mr. A. G. Gonzalez, Mr. A. G. Basto, Mr. G. F. Lanning, Mrs. G. R. Lanning, Mr. and Mrs. H. Poulsen, Miss I. Poulsen, Master H. Poulsen, Mr. and Mrs. G. Wilse, Mr. S. F. Wright, Master T. Wilse, Mr. T. Minamisawa, Mr. J. Stibba, Mr. M. Tomita, Mme. G. Borson, Mme. C. Camilleri, Mme. F. Fenech, Mme. H. Gnigne, Mme. M. Poy, Mr. and Mrs. H. L. Jackman, Mr. and Mrs. A. R. Bachshell, Mr. L. M. Jenson, Mr. and Mrs. A. Atkins, Miss E. Atkins, Miss L. Atkins, Miss A. G. Atkins, Mr. and Mrs. H. Byas, Mr. G. Statingros, Dr. and Mrs. H. W. Jack, Mr. and Mrs. C. Lenox Conygham, Miss Lenox Conygham, Dr. E. C. Grey, Mr. W. Ryser, Master W. Atkins.

VESSELS EXPECTED.

Empress of Asia (C.P.R.), due to-day, at 10 a.m.
Empress of Canada (C.P.R.), due October 18th.
Japan (Swedish East Asiatic), due October 29th.
Saarbrucken (N.D.L.), due to-day.
Shirala (B.I. & Apcar), due October 8th, about 5 p.m.
Sumatra (Swedish East Asiatic), due October 29th.

SUNRISE AND SUNSET IN HONGKONG.

FOR OCTOBER, 1926.

(STANDARD TIME OF THE 120TH MERIDIAN, EAST OF GREENWICH).

Date.	Sunrise.	Sunset.
October 5th	6.16 a.m.	6.08 p.m.
,, 6th	6.16 ,,	6.07 ,,
,, 7th	6.16 ,,	6.06 ,,
,, 8th	6.16 ,,	6.05 ,,
,, 9th	6.17 ,,	6.04 ,,
,, 10th	6.17 ,,	6.03 ,,
,, 11th	6.18 ,,	6.02 ,,
,, 12th	6.18 ,,	6.02 ,,
,, 13th	6.19 ,,	6.01 ,,
,, 14th	6.19 ,,	6.00 ,,
,, 15th	6.19 ,,	5.59 ,,
,, 16th	6.20 ,,	5.58 ,,
,, 17th	6.20 ,,	5.57 ,,
,, 18th	6.21 ,,	5.56 ,,
,, 19th	6.21 ,,	5.55 ,,
,, 20th	6.21 ,,	5.55 ,,
,, 21st	6.22 ,,	5.54 ,,
,, 22nd	6.22 ,,	5.53 ,,
,, 23rd	6.23 ,,	5.52 ,,
,, 24th	6.23 ,,	5.52 ,,
,, 25th	6.24 ,,	5.51 ,,
,, 26th	6.25 ,,	5.50 ,,
,, 27th	6.25 ,,	5.50 ,,
,, 28th	6.25 ,,	5.49 ,,
,, 29th	6.26 ,,	5.49 ,,
,, 30th	6.26 ,,	5.48 ,,
,, 31st	6.27 ,,	5.47 ,,

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1925.
Revised by Members.
PRICE $5
DAILY PRESS OFFICE.

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

Service of Fast Motor Vessels
LOADING DIRECT FOR
TRIPOLI, ORAN, AMSTERDAM, HAMBURG AND SCANDINAVIA.

	Loading About
m.s. "SUMATRA"	28th November

FOR SHANGHAI AND JAPAN PORTS.

	Loading About
s.s. "JAPAN"	29th October
m.s. "SUMATRA"	29th October

For further particulars, apply to the Agents—
GILMAN & CO., LTD. Hongkong. G. E. HUYGEN, Canton.
[23]

ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.

AMERICAN & MANCHURIAN LINE.

"CITY OF BARODA" ... ... 9,670 tons d.w., sailing 5TH NOVEMBER.
"CITY OF CAIRO" ... ... 10,145 tons d.w., sailing 3rd DECEMBER.

THE above Modern Passenger Steamers will be Despatched as above for BOSTON and NEW YORK *via* PHILIPPINE ISLANDS, STRAITS, COLOMBO and SUEZ CANAL. Arriving in NEW YORK on or about 5TH JANUARY and 2ND FEBRUARY respectively. FARES: £100 Single First Class. £70 Single Second.
For further Particulars, Apply to—
THE BANK LINE, LTD., General Agents.
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CANADIAN PACIFIC

EMPRESS EXPRESS
QUICKEST TIME ACROSS THE PACIFIC
TO VICTORIA AND VANCOUVER.
FROM HONGKONG 18 DAYS — FROM SHANGHAI 15 DAYS — FROM JAPAN 9 DAYS

SAILINGS 1926-1927.

Steamers.	H'kong. Leave	S'hai. Leave	Kobe Leave	Y'hama. Leave	V'couver. Arrive.
EMPRESS OF ASIA	...Oct. 14	Oct. 17	Oct. 20	Oct. 23	Nov. 1
EMPRESS OF CANADA	...Oct. 29	Oct. 31	Nov. 3	Nov. 6	Nov. 15
EMPRESS OF RUSSIA	...Nov. 11	Nov. 14	Nov. 17	Nov. 20	Nov. 29
EMPRESS OF ASIA	...Jan. 5	Jan. 8	Jan. 11	Jan. 14	Jan. 23
EMPRESS OF CANADA	...Jan. 26	Jan. 29	Feb. 1	Feb. 4	Feb. 13
EMPRESS OF RUSSIA	...Feb. 16	Feb. 19	Feb. 22	Feb. 25	Mar. 6
EMPRESS OF ASIA	...Mar. 9	Mar. 12	Mar. 15	Mar. 18	Mar. 27
EMPRESS OF CANADA	...Mar. 30	Apr. 2	Apr. 5	Apr. 8	Apr. 17
EMPRESS OF RUSSIA	...Apr. 20	Apr. 23	Apr. 26	Apr. 29	May 8
EMPRESS OF ASIA	...May 11	May 14	May 17	May 20	May 29
EMPRESS OF CANADA	...June 1	June 4	June 7	June 10	June 19
EMPRESS OF RUSSIA	June 22	June 25	June 28	July 1	July 10

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

VANCOUVER TO EUROPE IN 12 DAYS
Direct connections with Atlantic Steamships at Montreal and Quebec (Summer) St. John Winter)

Special FARES to EUROPE
£120 £112 £83

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila		Leave Manila	Arrive Hongkong
Oct. 6	Oct. 8	EMPRESS ASIA	Oct. 9	Oct. 11
Oct. 20	Oct. 22	EMPRESS CANADA	Oct. 23	Oct. 25

CANADIAN PACIFIC EXPRESS COMPANY
TRAVELLERS' CHEQUES PAYABLE THE WORLD OVER
THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 752. Cables: GACANPAC.
Freight and Express: Tel. C. 42. Cables: NAUTILUS.
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N.Y.K.

SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TAIYO MARU	Tuesday,	5th Oct., at Noon
TENYO MARU	Monday,	18th Oct., at Noon
*KOBE MARU	Tuesday,	2nd Nov., at Noon
SHINYO MARU	Tuesday,	16th Nov., at Noon
SIBERIA MARU	Monday,	29th Nov., at Noon

* Omit Honolulu. Calls Los Angeles.

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

ANYO MARU	Saturday,	6th Nov., at Noon
BOKUYO MARU	Saturday,	27th Nov., at Noon
RAKUYO MARU	Wednesday,	12th Jan., at Noon

MARSEILLES, LONDON & ANTWERP via Singapore & Ports

KITANO MARU	Saturday,	9th Oct.
HARUNA MARU	Saturday,	23rd Oct.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU	Wednesday,	20th Oct., at 11 a.m.
MISHIMA MARU	Wednesday,	24th Nov., at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

LISBON MARU	Friday,	29th Oct.
TSUYAMA MARU	Thursday,	11th Nov.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

KANAGAWA MARU	Friday,	15th Oct.
WAKASA MARU	Wednesday,	17th Nov.

BOMBAY via Singapore, Penang & Colombo.

TAMBA MARU	Monday,	11th Oct.
TOTTORI MARU	Friday,	29th Oct.

CALCUTTA via Singapore, Penang & Rangoon.

MALACCA MARU	Friday,	8th Oct.
RANGOON MARU	Monday,	18th Oct.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU	Saturday,	16th Oct.

SHANGHAI, KOBE & YOKOHAMA.

AKITA MARU	(Moji direct)	Saturday, 9th Oct.
MURORAN MARU	(Moji direct)	Sunday, 17th Oct.
ATSUTA MARU		Tuesday, 19th Oct.
TOKUSHIMA MARU		Tuesday, 19th Oct.

For further information, apply to— NIPPON YUSEN KAISHA.
Telephone: Central No. 292 (Private exchanges to all Depts.).
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M.M. MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hgkg. and Sailing for S'hai and Japan.	Probable Sailings from Hongkong for Marseilles.
D'ARTAGNAN ...A ...	——	——	12th Oct., 1926.
ANGKOR ... ...B ...	——	——	26th Oct., ,,
PORTHOS ... ...A ...	10th Sept., 1926	12th Oct., 1926	9th Nov., ,,
CHAMBORD ... ...B ...	24th Sept., ,,	26th Oct., ,,	23rd Nov., ,,
PAUL LECAT ...A ...	8th Oct., ,,	10th Nov., ,,	7th Dec., ,,
GENERAL METZINGER A	22nd Oct., ,,	24th Nov., ,,	21st Dec., ,,
AMAZONE ... ...B ...	5th Nov., ,,	8th Dec., ,,	4th Jan., 1927

RATES OF PASSAGE MONEY TO MARSEILLES
(including Table Wine and Free Doctor's Attendance).
A CLASS STEAMERS: 1st Class.....£ 99. 0d. 0d. | 2nd ,, ...£ 70. 0d. 0d.
B CLASS STEAMERS: 1st Class.....£ 85. 0s. 0d. | 2nd ,, ...£ 61. 0s. 0d.
Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (CARGO BOATS).
s.s. "LT. ST. LOUBERT-BIE" from DUNKIRK, LONDON & HAVRE is due to arrive on the 22nd October.
Sailings subject to alteration without notice.

For full Particulars, apply to:—
MESSAGERIES MARITIMES CO.,
Telephone Central 740. 3, QUEEN'S BUILDING.
CONSIGNATION—TRANSIT—REPRESENTATION.
[2

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

CANTON	"FOOSHING"	...Wednesday, 6th Oct.,	at 6 a.m.
STRAITS & CALCUTTA	"LAISANG"	...Wednesday, 6th Oct.,	at 3 p.m.
KOBE via SHANGHAI & TSINGTAU	"HANGSANG"	...Thursday, 7th Oct.,	at 7 a.m.
TIENTSIN	"CHEONGSHING"	...Saturday, 9th Oct.,	at Noon.
SHANGHAI	"KWONGSANG"	...Saturday, 9th Oct.,	at 4 p.m.
SANDAKAN	"MAUSANG"	...Tuesday, 12th Oct.,	at 2 p.m.
CANTON	"HOPSANG"	...Wednesday, 13th Oct.,	at 6 a.m.
KOBE via YOKOHAMA & YOKKAICHI	"KUMSANG"	...Wednesday, 13th Oct.,	at 7 a.m.
TSINGTAU via SHANGHAI	"FOOSHING"	...Wednesday, 13th Oct.,	at Noon.
HAIPHONG via HOIHOW	"MINGSANG"	...Friday, 15th Oct.,	at 9 a.m.
OSAKA via SHANGHAI, KOBE & MOJI	"NAMSANG"	...Sunday, 17th Oct.,	at 7 a.m.
STRAITS & CALCUTTA	"HOSANG"	...Tuesday, 26th Oct.,	at 3 p.m.
OSAKA via MOJI & KOBE	"KUTSANG"	...Wednesday, 27th Oct.,	at 7 a.m.
SANDAKAN	"HINSANG"	...Saturday, 30th Oct.,	at 2 p.m.

For Freight or Passage, apply to—
JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.
TELEPHONE: CENTRAL No. 215.
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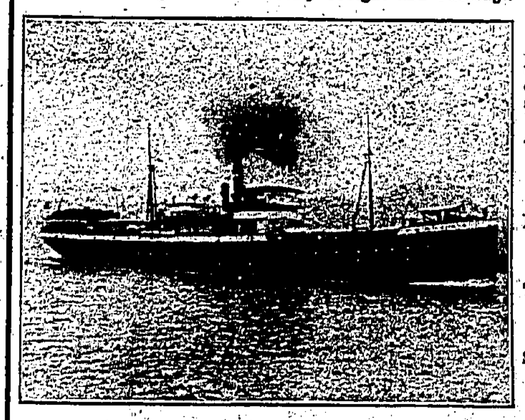
GLEN AND SHIRE
JOINT SERVICE OF STEAMERS.
U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS. Vessel	Due Hongkong.	HOMEWARDS. Vessel.	Discharges	Leaves H'kong.
"GLENSHANE"	8th Oct.	"GLENGARRY"...	20th Oct.	
"CARMARTHENSHIRE"	17th ,,	London, Rotterdam & Hamburg via Oran.		
"GLENBEG"	26th ,,	"CARMARTHENSHIRE"		30th Nov.
"GLENTARA"	16th Nov.	London, Rotterdam & Hamburg via Oran.		
"CARNARVONSHIRE"	27th Nov.	"GLENTARA"		29th Dec.
		London, Rotterdam & Hamburg via Oran.		

Movements are subject to change without notice.
For Freight or further Particulars, please apply to—
JARDINE, MATHESON & CO., LTD.,
THE GLEN LINE, LTD., AGENTS.
Telephones: Central No. 215 sub-ex. 23, and Central 3696.
[9

CHINA BORNEO SHIPPING CO.
HONGKONG—BORNEO LINE.
To Jesselton, Sandakan, Tawau, Semporna and Lahad Datu.
Calling at Sandakan on Return Voyage.
Regular Three-weekly Freight and Passenger Service.



- Excellent accommodation for Saloon, Second class and Steerage passengers.
- All 1st Class State-rooms and 2nd Class Cabins fitted with Oscillating Electric Fans.
- Hotel reservations arranged at Sandakan and Hongkong if desired.
- Through Bills of Lading issued to other B. N. Borneo Ports.
- Sailings are subject to alteration.

Next Sailing from Hongkong, Thursday, October 14th, 1926.
For Freight, Passage and other Information, please apply to—
CARMICHAEL & CLARKE, Agents. QUEEN'S BUILDING. PHONE C. 232.
OR
W. WATT & CO., Agents. 188, WING LOK STREET WEST. PHONE C. 4965.

ADMIRAL ORIENTAL LINE
FREIGHT AND PASSENGERS.
THE NEW FAST AMERICAN STEAMERS
FOR VICTORIA AND SEATTLE
SHANGHAI—KOBE—YOKOHAMA

"PRESIDENT JACKSON"	...Oct.	7th, 5 p.m.
"PRESIDENT McKINLEY"	...Oct.	19th, 5 p.m.

TO EUROPE—£120—£112
First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

FOR MANILA

"PRESIDENT McKINLEY"	...Oct.	11th, 5 p.m.
"PRESIDENT JEFFERSON"	...Oct.	23rd, 5 p.m.

HONGKONG AND SHANGHAI BANK BUILDING.
Telephones: Central 2477, 2478 & 795.
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THE EAST ASIATIC CO., LTD.
COPENHAGEN.

The M/S. "ASIA"
will be loading for ROTTERDAM, HAMBURG, COPENHAGEN, and other SCANDINAVIAN PORTS.
On or about 20th October, 1926.

	Further Sailings	Expected on or about	Will leave homeward-bound on or about
M.S. "Afrika" ...	...	10th November	—
M.S. "Java" ...	...	28th November	—
M.S. "Malaya" ...	...	8th December	—

Subject to change without notice.
For further particulars, please apply to:—
JOHN MANNERS & CO., LTD.
Agents.
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THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK, BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
(Ellerman & Bucknall S.S. Co., Ltd.)

S.S. "CITY OF BATH" ... ... From Hongkong Via Suez Canal 8th Oct.
S.S. "CITY OF BARODA" ... ... From Hongkong Via Suez Canal 5th Nov.

BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE
(Andrew Weir & Co., London.)

Sailings from Hongkong

M.V. "FORRESBANK" ... From Hongkong Via Suez Canal 2nd half November.

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(Ellerman & Bucknall S.S. Co., Ltd.)

S.S. "CITY OF WELLINGTON" ... ... From Hongkong 24th October.
For Havre, London, Rotterdam and Hamburg.
S.S. "CITY OF PEKIN" ... ... From Hongkong 11th November.
For Marseilles, London and Havre.

FARES TO LONDON "A" 1st Class £88. 2nd Class £60.
"B" 1st Class £80. 2nd Class £55.

MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE

S.S. "YUENSANG" ... ... From Hongkong 15th October.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

AUSTRAL-EAST INDIES LINE.
(Ellerman & Bucknall S.S. Co, Ltd.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney, and *Vice Versa*.

Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to:—

THE BANK LINE LTD

Tel. Cent. 4791. [22

PRINCE LINE

IMPROVED SERVICE
BY
FAST MOTOR VESSELS
TO.
BOSTON
NEW YORK
PHILADELPHIA

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)
Telegrams: Furnprince. King's Building. [19

HOLLAND EAST ASIA LINE
of the United Netherlands Navigation Company.

Regular Four-weekly Service between
Japan, Vladivostock, China, Hongkong, Manila, Singapore
and
Genoa, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports

SAILINGS FOR EUROPE:

s.s. "OUDERKERK" ... ... 30th October.
s.s. "SIMALOER" ... ... 26th November.

ARRIVALS FROM EUROPE:

s.s. "SIMALOER" ... ... 18th October.
s.s. "OLDEKERK" ... ... 16th November.

All Steamers have a Limited Accommodation for Passengers.
For Freight, Passage and further Particulars, Please Apply to—

JAVA-CHINA-JAPAN LYN
Agents,
Telephone Central No. 1574. York Building. [11

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS TAKING CARGO FOR
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"JEYPORE"	5,318	11th Oct.	Singapore, Penang, Colombo, Bombay & Karachi
"MOREA"	10,918	16th Oct., Noon	Marseilles and London.
"NYANZA"	7,023	27th Oct.	Singapore, Penang, Colombo & Bombay.
"KHYBER"	9,114	30th Oct.	Marseilles, London, Antwerp and Hull.
"ALIPORE"	5,273	8th Nov.	Singapore, Penang, Colombo & Bombay.
"MANTUA"	10,902	13th Nov.	Marseilles and London
"DEVANHA"	8,155	25th Nov.	Singapore, Penang, Colombo & Bombay.
"KARMALA"	9,128	27th Nov.	Marseilles, London, Antwerp and Hull.
"NELLORE"	6,852	9th Dec.	Singapore, Penang, Colombo and Bombay.
"MACEDONIA"	11,089	11th Dec.	Marseilles and London.
"DELTA"	8,097	23rd Dec.	Singapore, Penang, Colombo and Bombay.
"KHIVA"	9,135	25th Dec.	Marseilles, London and Antwerp.
"MIRZAPORE"	6,715	3rd Jan.	Marseilles, London, Hamburg & Rotterdam.
"NYANZA"	7,023	6th Jan.	Singapore, Penang, Colombo and Bombay.
"MALWA"	10,941	8th Jan.	Marseilles and London.
"KALYAN"	9,144	22nd Jan.	Marseilles, London and Antwerp.
"MOREA"	10,918	5th Feb.	Marseilles and London.
"KASHMIR"	9,005	19th Feb.	Marseilles, London and Antwerp.
"MANTUA"	10,902	5th March	Marseilles and London.
"KASHGAR"	9,005	12th March	Marseilles, London, Anwerp & Rotterdam.
"MONGOLIA"	16,504	19th March	Marseilles & London.
"MACEDONIA"	11,120	2nd April	Marseilles and London.
"DEVANHA"	8,155	9th April	Marseilles, London, Antwerp & Rotterdam.
"KARMALA"	9,128	16th April	Marseilles, London and Antwerp.
"MALWA"	10,980	30th April	Marseilles and London.
"KHIVA"	9,133	14th May	Marseilles, London and Antwerp.
"MOREA"	10,198	28th May	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA—APCAR SAILINGS

"SHIRALA"	7,841	10th Oct., 10 30 a.m.	Singapore, Penang and Calcutta.
"TALMA"	10,000	17th Oct.	do.
"TAKADA"	6,949	6th Nov.	do.
"TAKLIWA"	7,936	10th Nov.	do.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"ARAFURA"	6,000	29th Oct.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"TANDA"	6,956	2nd Dec.	
"ST. ALBANS"	4,500	31st Dec.	
"ARAFURA"	6,000	28th Jan.	
"TANDA"	6,956	4th Mar.	
"ST. ALBANS"	4,500	18th April	

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.
The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambugan, Tawao, Timor, Durwin, or other ports en route as inducement offers.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"ARAFURA"	6,000	5th Oct., 4 p.m.	Moji, Kobe, and Yokohama.
"MANTUA"	10,902	16th Oct.	Shanghai, Moji & Kobe.
"TAKADA"	6,949	16th Oct.	Amoy, Moji, Kobe and Osaka.
"TAKLIWA"	7,936	22nd Oct.	Kobe.
"MIRZAPORE"	6,715	23rd Oct.	Shanghai, Moji and Kobe.
"KARMALA"	9,128	29th Oct.	Shanghai, Moji & Kobe.
"DEVANHA"	8,155	30th Oct.	Shanghai and Kobe.
"TANDA"	6,956	2nd Nov.	Moji, Kobe, Osaka and Yokohama.
"NELLORE"	6,853	13th Nov.	Shanghai, Moji and Kobe.
"DELTA"	8,097	14th Nov.	Shanghai, Moji and Kobe.
"KHIVA"	9,135	22nd Nov.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,089	25th Nov.	Shanghai only.
"ST. ALBANS"	4,500	7th Dec.	Moji, Kobe, Osaka and Yokohama.
"MALWA"	10,914	16th Dec.	Shanghai, Moji and Kobe.
"NYANZA"	7,023	21th Dec.	Shanghai, Moji and Kobe.
"KASHMIR"	8,985	13th Dec.	Shanghai, Moji and Kobe.
"PERIM"	7,648	18th Dec.	Shanghai.
"KALYAN"	9,144	24th Dec.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	4th Jan.	Moji, Kobe, Osaka and Yokohama.
"MOREA"	10,918	7th Jan.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	8th Jan.	Shanghai, Moji and Kobe.
"KASHGAR"	9,005	21st Jan.	Shanghai, Moji and Kobe.
"NELLORE"	6,853	21st Jan.	Shanghai, Moji and Kobe.
"MANTUA"	10,902	4th Feb.	Shanghai, Moji and Kobe.
"TANDA"	6,959	8th Feb.	Moji, Kobe, Osaka and Yokohama.
"MONGOLIA"	16,504	17th Feb.	Shanghai, Moji and Kobe.
"NYANZA"	7,023	18th Feb.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,120	4th March	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	8th March	Moji, Kobe, Osaka and Yokohama.
"DEVANHA"	8,155	13th March	Shanghai, Moji and Kobe.
"KARMALA"	9,128	19th March	Shanghai, Moji and Kobe
"MALWA"	10,980	1st April	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th April	Moji, Kobe, Osaka and Yokohama.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.
P. & O. Building, Connaught Road Central, HONGKONG. Agents. [1

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.

FOR
AMOY & FOOCHOW
AND RETURN.
(Occupying 8 to 9 Days)

HAINING ... ... Tuesday, 5th October, at 4 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) *or vice versa* and Return by the same Steamer at the Reduced Rate of $30.00 including Meals while the Steamer is in Port.
For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

CHINA NAVIGATION CO.,
LIMITED.

AMOY & SINGAPORE	"ANKING"	On	5th	Oct.,	8 a.m.
BANGKOK	"KIANGSU"	On	6th	Oct.,	4 p.m.
SHANGHAI	"SUNNING"	On	7th	Oct.,	6 a.m.
HOIHOW & HAIPHONG	"TEAN"	On	7th	Oct.,	10 a.m.
SHANGHAI & TSINGTAO	"SUIYANG"	On	9th	Oct.,	6 a.m.
AMOY, SINGAPORE & BANGKOK	"KAYING"	On	9th	Oct.,	6 a.m.
SHANGHAI & NEWCHWANG	"LIANGCHOW"	On	11th	Oct.,	6 p.m.
AMOY & SHANGHAI	"SINKIANG"	On	12th	Oct.,	6 a.m.
SHANGHAI	"SOOCHOW"	On	14th	Oct.,	6 a.m.
WEIHAIWEI, CHEFOO & TIENTSI	"HUICHOW"	On	15th	Oct.,	4 p.m.
NINGPO, SHANGHAI & TSINGTAO	"LINAN"	On	16th	Oct.,	6 a.m.

SALOON PASSAGE RATES, HONGKONG TO SHANGHAI and *vice versa*, Have Now Been Reduced To

$60 SINGLE AND $90 RETURN.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.
Telephone Central 36. Agents.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

These New Vessels maintain a Regular Service from
HONGKONG TO AUSTRALIAN PORTS,
Via MANILA AND THURSDAY ISLAND.
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
Excellent & Most Up-to-date First & Second Class Passenger Accommodation.
HONGKONG to SYDNEY—19 DAYS.

Steamer	Due Hongkong on or about	Sailing hence on or about
CHANGTE	8th October	16th October
TAIPING	9th November	17th November
CHANGTE	10th December	17th December
TAIPING	6th January	14th January

For Freight and Passage Apply to—BUTTERFIELD & SWIRE.
Telephone: Central 36. Agents. [5

DODWELL & CO., LTD.

NEW YORK BERTH.

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.
S.S. "KENDAL CASTLE" ... ... Sails on or about 19th October.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).
TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.
REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE
"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

From Hongkong.
M.V. "VIMINALE" ... ... Sails on or about 5th October.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hongkong.
S.S. "FIUME L" ... ... Sails on or about 8th October.
M.V. "VIMINALE" ... ... Sails on or about 30th October.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to:—

DODWELL & CO., LIMITED.
Telephone: Central 1030. Agents. [17

BOSTON NEW YORK & BALTIMORE

Joint Service of the
BLUE FUNNEL LINE
(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF BATH"	Via Suez Canal	8th October.
S.S. "TEUCER"	Via Suez Canal	22nd October.
S.S. "CITY OF BARODA"	Via Suez Canal	5th November.
S.S. "NINGCHOW"	Via Suez Canal	19th November.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.
For Freight and Paticulars, apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON. [21

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due
Canada, U.S.A., Japan, Shanghai & London via Canada (London, 4th September)	*Emp. of Asia*	5th Oct.
Straits	*Hangsang*	5th Oct.
Shanghai & Europe via Siberia	*Calchas*	5th Oct.
Manila	*Pres. Jackson*	6th Oct.
Manila	*Pres. Wilson*	8th Oct.
Australia & Manila	*Changte*	8th Oct.
Amoy	*Shirala*	8th Oct.
Japan	*Kitano Maru*	9th Oct.
U.S.A., Honolulu, Japan & Shanghai	*Tenyo Maru*	10th Oct.
U.S.A., Canada, Japan & Shanghai	*Pres. McKinley*	10th Oct.
Suez & Straits	*Pyrrhus*	10th Oct.
Manila	*Empress of Asia*	11th Oct.
Suez and Straits	*Antenor*	13th Oct.
U.S.A., Honolulu, Japan & Shanghai	*Pres. Lincoln*	14th Oct.
Australia & Manila	*Mikhima Maru*	15th Oct.
Straits	*Akuta Maru*	17th Oct.
Suez and Straits	*Ningchow*	18th Oct.
Japan	*Aki Maru*	19th Oct.
Shanghai	*Patroclus*	19th Oct.
Japan	*Haruna Maru*	23rd Oct.
U.S.A., Honolulu, Japan & Shanghai	*Korea Maru*	25th Oct.
U.S.A., Honolulu, Japan & Shanghai	*Pres. Monroe*	25th Oct.
Straits	*Kashima Maru*	31st Oct.

OUTWARD MAILS.

For	Per	Date
		Tuesday, 5th.
Shanghai, Japan, Honolulu, *U.S.A., *Canada, *C. & *S. America & *EUROPE via San Francisco—due San Francisco, 1st November	*Taiyo Maru*	Reg. 9.45 A M; Letters 10.30 A M
Saigon	*Hawaii Maru*	10.00 A M
Manila	*West Cadron*	1.30 P M
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 3rd Nov.	*Calchas*	Reg. 1.45 P M; Letters 2.30 P M
Japan	*Arafura*	2.00 P M
Amoy and Foochow	*Hai Ning*	3.00 P M
Swatow	*Van Overstraten*	3.30 P M
Tourane	*Jade*	3.30 P M
Fort Bayard	*Sun Kong*	3.30 P M
Shanghai & *Japan	*Saarbruecken*	5.00 P M
		Wednesday, 6th.
Swatow, Amoy and Formosa	*Kotsu Maru*	8.30 A M
Straits & Calcutta	*Laisang*	Parcels Noon; Letters 1.00 P M
Formosa	*Hangsang*	2.30 P M
Bangkok	*Kiangsu*	2.30 P M
Manila	*Empress of Asia*	3.30 P M
Shanghai	*Sunning*	5.00 P M
		Thursday, 7th.
Hoihow and Haiphong	*Tean*	8.30 A M
Java via Batavia	*Tjisondari*	11.30 A M
Shanghai, Japan, Canada, U.S.A., C. & S. America & *EUROPE via Victoria, B.C.—due Victoria, B.C., 26th Oct., & EUROPE via Siberia (letters and postcards specially superscribed "Via Siberia" only)	*Pres. Jackson*	Parcels Noon; Reg. 2.45 P M; Letters 3.30 P M
		Friday, 8th.
Shanghai	*Suiyang*	5.00 P M
Amoy	*Kaying*	5.00 P M
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 7th Nov.	*Kitano Maru*	Reg. 1.45 P M; Letters 2.30 P M
Shanghai, Japan, Honolulu, *Canada, *U.S.A., C. & S. America & *EUROPE via San Francisco—due San Francisco, 3rd Nov., and EUROPE via Siberia (letters & postcards specially superscribed "Via Siberia" only)	*Pres. Wilson*	Parcels 3.00 P M; Reg. 4.15 P M; Letters 5.00 P M
		Sunday, 10th.
Swatow, Amoy and Formosa	*Hosan Maru*	9.00 A M

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE.

"CALCHAS"	5th Oct.	Mars., L'don., R'dam. & Hamburg.
"PATROCLUS"	20th Oct.	Mars., L'don., R'dam. & Glasgow.
"RHEXENOR"	2nd Nov.	Mars., L'don., R'dam. & Hamburg.
"TELAMON"	9th Nov.	London, Rotterdam & Hamburg.
"ANTENOR"	17th Nov.	Mars., L'don., R'dam. & Glasgow.

LIVERPOOL SERVICE.

"ATREUS"	20th Oct.	Tripoli, Genoa, Havre & Liverpool.
"BELLEROPHON"	1st Dec.	Havre and Liverpool.
"TITAN"	20th Dec.	Genoa, Havre and Liverpool.

PACIFIC SERVICE.
(via KOBE & YOKOHAMA)

"PHILOCTETES"	7th Oct.	Victoria, Vancouver & Seattle.
"TYNDAREUS"	28th Oct.	Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"TEUCER"	22nd Oct.	New York, Boston & Baltimore.
"NINGCHOW"	19th Nov.	New York, Boston & Baltimore.

PASSENGER SERVICE.

"PATROCLUS"	20th Oct.	Singapore, Marseilles & London.
"ANTENOR"	17th Nov.	Singapore, Marseilles & London.
"HECTOR"	15th Dec.	Singapore, Marseilles & London.
"AENEAS"	11th Jan.	Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to:—

Butterfield & Swire,
Agents. [6

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital $50,000,000
Issued and Fully Paid-up $20,000,000
Reserve Funds:—
Sterling £4,500,000
Silver $27,000,000
Reserve Liability of Proprietors $20,000,000

Head Office: Hongkong.

Court of Directors:
Hon. Mr. D. G. M. Bernard, Chairman.
Hon. Mr. A. O. Lang, Deputy Chairman.
W. H. Bell, Esq. J. A. Plummer, Esq.
A. H. Compton, Esq. T. G. Weall, Esq.
W. L. Pattenden, Esq. H. P. White, Esq.
G. M. Young, Esq.
Chief Manager:
A. H. Barlow, Esq.

Branches:—

Amoy	Hongkew	Penang
Bangkok	Iloilo	Rangoon
Batavia	Ipoh	Saigon
Bombay	Johore	San Francisco
Calcutta	Kobe	Shanghai
Canton	Kuala Lumpur	Singapore
Chefoo	Malacca	Surabaya
Colombo	London	Sungei Patani
Dairen	Lyons	Tientsin
Foochow	Manila	Tokyo
Haiphong	Nagasaki	Tsingtao
Hamburg	New York	Yokohama
Hankow	Peking	
Harbin		

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hongkong, 27th May, 1926. [25

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
For the Hongkong & Shanghai Banking Corporation,
A. H. BARLOW,
Chief Manager.
Hongkong, 27th May, 1926. [2

BANQUE DE L'INDO-CHINE.

Head Office:
96, Boulevard Haussmann, Paris.

Subscribed Capital...Frs. 72,000,000.00
Paid-up Capital ...Frs. 68,400,000.00
Reserve Fund .....Frs. 59,667,283.54

Branches:

Bangkok	Hanoi	Pondicherry
Battambang	Hongkong	Saigon
Canton	Mengtsz	Shanghai
Djibouti	Noumea	Singapore
FortBayard	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Yunnanfou

Bankers:
In France: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.
In London: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
In New York: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trusty Co., of New York.

Interest allowed on Current Accounts and Fixed Deposit according counts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange Business transacted.
A. LECOT,
Manager.
Hongkong, 20th March, 1924. [32

THE BANK OF EAST ASIA, LIMITED.

Head Office: Hongkong.
10, Des Vœux Road Central.

Authorized Capital $10,000,000
Paid-up Capital 5,000,000
Reserve Fund 1,200,000

Branches and Agencies.

Canton	Osaka	Haiphong
London	Singapore	Batavia
Seattle	Melbourne	Kowloon
Nagasaki	Calcutta	New York
Tientsin	Saigon	Kobe
Manila	San Francisco	Peking
Bombay	Taipeh	Rangoon
Shanghai	Tokyo	Sourabaya
Paris	Penang	Semarang
Honolulu		

Correspondents in all principal cities of the world.
Every description of Banking and Exchange business transacted.
Loans granted on approved securities.
Safe Deposit Boxes To Let.
Kan Tong Po,
Chief Manager.
Hongkong, 22nd May, 1926.

THE BANK OF CANTON, LTD.

Head Office: Hongkong.
Established 1912.

Authorised Capital ...$1,200,000
Paid Up Capital $1,032,925
Silver Reserve Fund $ 700,000
Branches:—Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.
Correspondents in all Principal Cities of the World.
London Bankers:—The Lloyds Bank, Limited.
Every description of banking business transacted.
Safe Deposit Boxes in various sizes to be let from $5.00 to $40.00 yearly.
LOCK POON SHAN,
Chief Manager.
37]

COMMERCIAL.

OPENING QUOTATIONS.

October 4th, 1926.

On London.—	
Telegraphic Transfer	2/0¼
Bank Bills, on demand	2/0 5/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	2/0¼
Credits, at 4 months' sight	2/1 5/16
Documentary Bills, 4 months' sight	2/1 7/16
On Paris.—	
Bank Bills, on demand	1,710 nom.
Credits, 4 months' sight	1,930 nom.
On New York.—	
Bank Bills, on demand	49⅛
Credits, at 60 days' sight	50⅛
On Bombay.—	
Telegraphic Trafer / Bank Bills, on demand	135¼
On Calcutta.—	
Telegraphic Transfer / Bank Bills, on demand	135¼
On Shanghai.—	
Bank Bills, at sight / Private, 30 days' sight	nom.
On Yokohama.—On demand	101
On Manila.—On demand	98
On Singapore.—On demand	87
On Batavia.—On demand	121
On Haiphong.—On demand	nom.
On Saigon.—On demand	nom.
On Bangkok.—On demand	91½
Sovereign, Bank's Buying rate	$9.84
Gold Leaf, 100 fine, per tael	—
Bar Silver, per oz.	26 11/16

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital £3,000,000
Subscribed Capital £1,800,000
Paid-up Capital £1,050,000
Reserve Fund £1,350,000

Bankers:
The Bank of England and Midland Bank, Ltd.

Branches:

Bangkok	Kandy	Penang
Batavia	Karachi	Port Louis
Bombay	Kota Bharu	(Mauritius)
Calcutta	Kuala Lumpur	Rangoon
Colombo	Kuantan	Shanghai
Delhi	(Pahang)	Simla
Galle	Madras	Singapore
Hongkong	New York	Sourabaya
Howrah		

Hongkong Branches:
Every description of Banking and Exchange Business transacted.
Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.
C. L. C. SANDES, Manager.
7, Queen's Road Central,
Hongkong, June 17th, 1926. [29

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France).

5, Chater Road, Victoria, Hongkong.

Head Offices:
74, Rue St. Lazare, Paris.

Capital .....Frs. 20,000,000
Reserves .....Frs. 11,160,000
Special Working Capital .....Frs. 50,000,000

Branches:

Paris	Lyons	Marseilles
Saigon	Haiphong	Hanoi
Peking	Shanghai	Tientsin
Canton	Hongkong	

Bankers:
France: Société Generale, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: Irving Bank, Columbia Trust Co.

Every description of Banking and Exchange Business transacted.
Correspondents throughout the World.
A. ROLLIN,
Manager.
Hongkong, 2nd December, 1925.

THE BANK OF TAIWAN, LTD.

(Taiwan Ginko.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ...Yen 45,000,000
Capital (Paid-up) ....Yen 39,375,000

Head Office:—Taipeh, Formosa.

Branches:
Japan:—Tokyo, Yokohama, Kobe, Osaka.
Formosa:—Giran, Kagi, Karenko, Keelung, Makong, Nanto, Shinchiku, Taichu, Tainan, Takao, Tamsui, Toen, Heito, Taito.
China:—Shanghai, Hankow, Amoy, Foochow, Swatow, Canton.
Others:—Hongkong, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York, Calcutta.

London Bankers:
The London County Westminster and Parr's Bank.

The Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, Africa, &c.
Interest allowed on Current Accounts, and Fixed Deposits at Rates which will be quoted on application.
T. TAKAGI,
Manager,
Hongkong Branch,
8, Des Vœux Road, Central.
Hongkong, 11th May, 1926. [27

This advertisement is issued by the British-American Tobacco Co. (China) Ltd. B-391

THE BANK OF CHINA.
中國銀行

(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital...$60,000,000.00
Paid-up Capital 19,760,200.00
Reserve Fund 9,864,398.69

Head Office:—Peking.
Hongkong Branch:—4, Queen's Road Central.
Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.
London Bankers:—The Guaranty Trust Co. of New York, The National Provincial Bank, Ltd.
New York Bankers:—The Equitable Eastern Banking Corporation, The Irving Bank-Columbia Trust Co.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on Approved Securities.
Special facilities for domestic exchange.
TSUYEE PEI,
Manager.
Hongkong, January 16th, 1926. [38

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society).

Established 1824.
Hongkong Branch established 1906.

Authorized Capital	Guilders	150,000,000 (£12,500,000)
Paid-up Capital	„	80,000,000 (£6,666,670)
Reserve Fund	„	21,117,340 (£1,759,778)
Special Reserves	„	22,660,000 (£1,888,330)

Head Office:—Amsterdam.
Eastern Head Office:—Batavia.
Branches:—Bandjermasin, Bandoeng, Bombay, Calcutta, Cheribon, Djember, Djokjakarta, The Hague, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden.
London Bankers:—National Provincial Bank, Ltd.
Correspondents all over the World.
Banking Business of Every Description.
J. C. MAASSEN,
Acting Manager.
64]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid-up .....Yen 100,000,000
Reserve Fund .....Yen 89,500,000

Head Office: Yokohama.

Branches and Agencies at:

Batavia	Kai Yuen	Rangoon
Bombay	Karachi	Soerabaya
Buenos Ayres	Kobe	San Francisco
Calcutta	London	Seattle
Canton	Lyons	Semarang
Changchun (Dairen)	Los Angeles	Shanghai
	Manila	Singapore
	Nagasaki	Shimonoseki
Fengtien (Mukden)	Nagoya	Sydney
	Newchwang	Tientsin
Hamburg	Osaka	Tokyo
Hankow	New York	Tsinanfu
Harbin	Peking	Tsingtau
Honolulu	Rio de Janeiro	Vladivostock

Interest allowed on Current Accounts.
Deposits received for Fixed Periods at rates to be obtained on application.
C. ARIMA, Manager.
Hongkong, 11th Sept., 1926. [35

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.

Head Office: London.

Paid-up Capital £3,000,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors £3,000,000

Agencies and Branches.

Aloe Star (Malay States)	Iloilo	Rangoon
	Ipoh	Saigon
Amritsar	Karachi	Semarang
Bangkok	Klang	Seremban
Batavia	Kobe	Shanghai
Bombay	Kuala Lumpur	Singapore
Calcutta	Kuching	Soerabaya
Canton	Madras	Taiping
Cawnpore	Manila	(F.M.S.)
Cebu	Medan	Tavoy
Colombo	New York	Tientsin
Delhi	Peking	Tokyo
Haiphong	Penang	Tsingtao
Hankow	Peshawar	Yokohama
Hongkong	Puket	Zamboanga (Philippine Islands).

Foreign Exchange and General Banking Business transacted.
Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON,
Manager.
Hongkong, August 1st, 1926. [30

EQUITABLE EASTERN BANKING CORPORATION.
AN AMERICAN BANK.

CAPITAL and SURPLUS U.S. $3,000,000.00

HEAD OFFICE:
37, Wall Street, NEW YORK.

BRANCHES:
SHANGHAI

General Banking and Exchange Business.
Interest Allowed on all Deposits.
Rates on Application.
London and Paris Agents: EQUITABLE TRUST Co., of N.Y.
38] D. M. BIGGAR, Manager.

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEKS LOCAL NEWS.

The Paper to send Home

To the Publisher
"HONGKONG WEEKLY PRESS"
14, Chater Road, Hongkong.
Please send me the
"Hongkong Weekly Press"
from _____ 1926 to _____
addressed as follows:—

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